

THE Hongkong Weekly Press

AND
China Overland Trade Report.

VOL. LVII.]

HONGKONG, MONDAY, 1st JUNE, 1903.

No. 22

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BIRTH.

On the 24th May, at Shameen, Canton, the wife of MANUEL A. DE FIGUEIREDO, of a daughter (still born).

MARRIAGE.

On the 14th April, at All Saints Parish Church, Wrington, Somerset, England, by the Rev. G. M. Ashdown, M.A., EDGAR JOHN PIERPOINT, Chief Warder, Victoria Gaol, Hongkong, to ALICE, only daughter of FREDERICK PARKS, of Wrington.

DEATHS.

On the 18th May, at 21, Kwenming Road, Shanghai, BRIDGET SMART, late matron, Military Female Hospital, Hongkong, aged 68 years.

On the 20th May, at No. 4, Leighton Hill Road, Hongkong, MARIAM MADAR, the dearly beloved wife of SHEIK ABDOL RAHMAN, aged 27 years. Deeply regretted.

On the 24th May, at Shameen, Canton, FILOMENA, the dearly beloved wife of MANUEL A. DE FIGUEIREDO. Deeply regretted.

Hongkong Weekly Press

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ARRIVAL OF MAILS.

The Canadian mail of the 16th April arrived per C.P.R. steamer *Empress of China*, on the 26th May (40 days); the German mail of the 28th April arrived per N.D.L. steamer *Boon*, on the 27th May (29 days); and the French mail of the 1st May arrived per M.M. steamer *Annam*, on the 31st May (30 days).

HONGKONG.

The number of plague cases in the Colony from January 1st to date is returned at 900.

Thrift, like virtue, has its own reward. A former police constable here is now Postmaster-General at Shanghai.

The name of Dr. Carol Justi has been added to the register of medical and surgical practitioners qualified to practice in the Colony.

A paragraph in the *London Daily Chronicle* with reference to Mr. Belilios, says:—"Mr. Belilios has two fads—giving money away and yachting."

Mr. Patrick N. H. Jones, lately Engineer of Water and Sewerage Works in Trinidad, has been appointed Assistant Director of Public Works in Hongkong.

Official intimation is made of the dissolution of the partnership of Kinghorn and Macdonald which will as from 26th inst. be carried on by Mr. D. Macdonald under the style of Macdonald & Co.

Messrs. Jardine, Matheson & Co., the local agents of the Indo-China S.N. Co., Ltd., inform us that they have received the following telegram from the Board of Directors:—"General Meeting of Shareholders will take place on the 4th June when it is proposed to declare a dividend of 5 per cent."

The police are investigating a case of armed robbery which occurred at 79, Praya East, Wanchai, between 9.30 and 10.15 on Wednesday night. The premises were occupied by a Chinaman as a place of business and residence, and the value of the property stolen is estimated at about \$500. No further particulars are as yet available.

Chief Detective Inspector W. Hanson, accompanied by his wife, returned to the Colony on the 22nd inst. by the *Chusan*, looking very fit and well after a year's sojourn in the old country. At the Central Police Station Mr. Hanson had quite an ordeal of handshaking to go through, a tribute to the general esteem in which he is held in the Colony's Police Force.

George Williams, sailor, policeman, clerk, sanitary inspector, hotel manager, etc., was found dead on the 23rd inst. in his room in a Chinese flat in Austin Road, Kowloon. Williams, who drank to excess, was at one time manager in the Queen's Hotel, Kowloon, and more recently a temporary inspector in the employ of the Sanitary Board. The death is given as due to plague in Saturday's return of the Acting Medical Officer of Health.

August Andersen, the Norwegian watchman at Quarry Bay shipyard who was remanded the other day at the Magistracy on a charge of assaulting a Chinaman under circumstances already detailed in these columns, was again brought up on the 22nd inst. before Mr. J. H. Kemp and fined \$50 or two months for the assault, and \$25 compensation to the complainant, with the alternative of one month's imprisonment, the sentences to be consecutive. He went to prison.

The King's approval of Mr. Gaston Ernest Liébert, as Consul of France in Hongkong, is announced in the *London Gazette*.

The 25th inst. was observed as a public holiday in honour of "Empire Day." There was an almost total cessation of business, the banks and the premises of the leading firms remaining closed. Most of the vessels in the harbour were dressed and a salute was fired at noon by the warships. Except for a rain-shower in the afternoon, the weather was good, and numerous excursions and launch-parties left the City.

On Saturday the petty officers and police of the Naval Yard and the Royal Naval Hospital gave a concert in the Naval Yard. Messrs. Hyde and Cheshire acted as accompanists and in the course of the evening Mr. Knight gave an excellent gramophone entertainment. Among the other artistes were Messrs. Horsman, Burnett, Palmer, Dockrel, Reynolds, Gilbert, Jenkins, Rogers, Burgess, Munge, Paisley and Bluet. The concert was a great success.

A mild sensation was caused on Thursday morning at a quarter to eleven half-way up the ascent of Battery Path by the death of a ricksha coolie in the employment of Major-General Gascoigne, who was seated in the vehicle. The coolie, assisted by another, was pushing behind the ricksha when he dropped dead, presumably from heart failure. Crowds of Chinese gathered round, but gave the corpse a wide berth, fearing plague. The occasion was improved by a well-known resident behind a kodak.

Mr. James W. White, late assistant-teacher of Building Construction at the Municipal Technical Institute, Portsmouth, who has been appointed Assistant-Surveyor Royal Engineers (Civil Staff), at Hongkong, took much interest and an active part in Wesleyan work in Portsea, and was held in high esteem, especially by the members of the Wesleyan body. Before Mr. White left Portsmouth we learn from a home paper that he was presented by his friends in that communion with a very handsome travelling bag, as a token of their regard; and he has with him in the Far East the best wishes of his Portsea friends.

It seldom happens that the Friday Summary Court list is without a case in which some Indian money-lender seeks to exact from a countryman, or it may be from a Chinese or a Portuguese, the uttermost farthing of money lent. A promissory note is the favourite instrument between the lender and the borrower; and in some cases the rate of interest charged would bring a blush to the cheek of Shylock. In one recent instance it transpired that 180 per cent. was charged upon a loan. At Friday's Court a money-lender of the accustomed type sued a Portuguese youth for \$30, money lent, and costs. The debtor admitted the indebtedness, but stated that he had been paying interest on the \$30 for about twelve months at a rate which, when figured out, showed more than 120 per cent. Mr. Justice Wise, who has more than once said he intended if possible to put a stop to this nefarious system of money-lending, gave judgment for the plaintiff, with costs, with the proviso that the debt be paid into Court at the rate of \$1 per month. At this rate the creditor will have to wait just two years and eight months before he recovers in full his \$30 and costs.

CURRENCY IN INDIA AND CHINA.

(Daily Press, 28th May.)

It will be seen from what we wrote regarding the notion of the Indian Government in closing the Mints without giving previous notice that the Government was at once, whether it liked it or not, placed in opposition to the banks. The banks had been doing their best to render the scheme of the Government impossible, and the Government, equally determined, had in effect cornered the banks. The situation was unfortunate for both, but the Government feeling that it could not afford to upset the current trade of the country by a paralysis, however temporary, of its banking facilities, came to a compromise, and relieved the banks of sufficient silver to coin twenty million rupees. It is possible that the step taken was in the long run advantageous but its immediate effect was near being disastrous. A second step is not so easily explained; for what reason does not appear, the Government withdrew from the currency reserve another 20 million rupees, which it at once put on the open market. The effect was to inflate a currency already in excess, as well as to stultify its previous action. The Government, following up the remainder of its project, instead of as usual providing for its sterling needs by selling in London the usual amount of rupee bills payable in India, met its indebtedness by sterling loans at home. There is no doubt that had the Indian Government had the courage of its convictions, and refused to issue any more rupees under 1s. 4d. the usual wear and tear of the circulation would have quickly brought about the artificial scarcity looked for, and at once induced an upward tendency; the issue of the 40 million rupees over and above requirements produced something approaching a panic. For four years the rupee constantly and persistently fell. The Government found too that the withdrawal of the sales of government paper in London had a detrimental effect on the exports from the Indian ports, so that it had to begin again selling its bills at any rate the market would allow. The consequence was that it was not till the close of 1897 that the effects of the suicidal over-issue passed off, with a loss meanwhile to the Government certainly approaching 40 millions sterling. It would in fact have been far cheaper for the Government to have purchased the forty million rupees from the banks at its own rate of 1s. 4d. and sold them afterwards at any loss, than to have permitted them to have gone to swell the already overloaded currency. At last in the year 1898 the long expected goal was reached; rupees once more stood at 1s. 4d. and for all practical purposes the evil of fluctuating exchange, which for so many years has reduced all trading in the East to the level of a gamble was, so far as India is concerned, eliminated. The exchange, thanks to the better arrangements now made by the Indian Government, has become automatic. The Rupee can only rise a fraction above 16d. because the Government is always ready to release rupees from reserve on the payment of the equivalent amount of gold, which may be done as well in London as on the spot, the Government agents at once telegraphing out the amount deposited. As there is no possibility of obtaining coined rupees at any cheaper rate the coin can likewise only fall a fraction below the selling rate. Of course if from any unexpected cause silver were to rise in the open market to its old rates, the settlement would have to be

rearranged; the possibility is, however, so slender that little thought has been expended on the subject.

So much for the currency; the more important question for the world at large still remains. What has been the effect on trade and on the financial position of the country generally? Here Mr. ROBERTSON makes some pertinent remarks. "Statements," he says, "have been circulated very widely in both the English and the Indian Press that the Government, in order to 'keep up the rate of exchange for their payments in gold, have sacrificed the interests of the trading, the agricultural, and industrial classes. Fortunately, though these statements are vague, they are capable of being brought to a complete test.' What do Indian products, then, command under the new system, and do they show any indication of diminishing? 'Almost,' he truly adds, 'the whole influence that currency can exercise in a country working on civilised methods, is to raise or lower the average prices to be obtained for commodities, or what is the same thing, to make money more abundant or less abundant.' Taking the rupee as the standard, and calling prices obtained for the leading articles of Indian production in 1873, 100, we find them in 1900-02 at 107-08. True, in 1893 they were counted at 120, but the rupee in 1900 worth 16d. was in 1893 worth less than 14d. The product is practically identical. But 1893 was an exceptional year, the highest of the whole series. Again, exception might be taken to this as a reduction to a gold standard, and it might be alleged that owing to the appreciation meanwhile of gold fewer commodities could be purchased in return for these Indian goods. Here again the balance though slight is distinctly in favour of India. In the ten years 1867-1877 the selling value of the 43 articles most in demand in London was calculated at 100, in 1901 it was 70. The rupees worth of Indian goods would actually exchange for 30 per cent. more European goods than 30 years before. Even in 1893, the worst absolutely for comparison, the London arbitrated rate was 68, so that absolutely no change of level had occurred since the closing of the Mints. But the selling prices of two of the most important of Indian exports, tea and indigo, have seriously fallen in India since the closing of the Mints, and that, of course, has had a tendency to reduce the average value of exports. True, but has the alteration of the currency had anything to say to either? The causes which have affected each are simple, and well known. Indigo has fallen in price because now it has to compete against an artificially manufactured article, not because the change of currency has had any effect in lowering the home price. Tea, like all recently introduced articles of trade has been suffering from over-stimulation. Twenty years ago China had a practical monopoly of the tea trade; India found that she could compete on better than equal terms, and the export went up year by year by leaps and bounds. But China is no longer a competitor, and there are no more realms to conquer: the time for leaping had past, but India did not at once appreciate the fact and continued the increase. The inevitable followed, and India has either to curtail her export, or open other markets. To be able to maintain under these circumstances the present high average level of prices for her products is a strong proof that Indian trade has advanced under the improved currency. This is, in fact, what reason would lead us to expect.

The labour of exchange prior to the adoption of the single standard acted as a heavy break on every mercantile transaction wherein India engaged. Friction can only be encountered by a wasteful loss of energy, yet that friction had to be incurred in every transaction, however trifling, between India and foreign countries, whether east or west. Between India and Europe this one cause, perhaps of all the heaviest, of friction, has been removed, and in consequence the body of business, which under a falling exchange grew sickly, is recovering, and trade and prices look upwards. This is the outcome of the act of the Indian Government in bringing its currency within limits as compared with the trade for which it is required. Any other currency is subject to the same general laws. We need not be told the effects of a depreciated paper currency; why should we expect others when silver is the medium? The same, though in a less marked degree, would take place did the over-issue take place in gold.

THE YUNNAN REBELLION.

(Daily Press, 25th May.)

The announcement made by REUTER in his message of the 22nd instant of an outbreak in Yunnan may be of importance, but it can hardly, we imagine, prove of a very serious character. Rebellions have been more or less chronic in Yunnan during the past half century, and the last great Mahomedan rising taxed the resources of the Imperial Government to suppress it. Nevertheless it was put down, and with remorseless severity. The Imperialist General made a desert and called it peace. Whole districts were laid waste, towns and cities were depopulated and destroyed, and the prosperity of the province set back for at least a generation, if not longer. Wide areas of fertile land went out of cultivation, several industries were lost, the population was decimated, and the survivors impoverished to a degree unprecedented. The memory of that period is not likely to die out. And yet we find a dynastic outbreak now being vigorously engineered in Yunnan. Truly it is strange, but too often the fact, that the teachings of adversity and the lessons learned by suffering are alike soon lost or forgotten. The city of Lin-an is in the south-eastern portion of Yunnan, and is probably not more than eighty miles from the Tonkin frontier. It is about half that distance from the city of Mengtsz, the only town in Yunnan now open to foreign trade. This place was opened to trade under the stipulations of the additional convention to the French Treaty of Tientsin of the 25th April, 1886, and it is in Mengtsz that the French Consul-General resides. It is built on a cultivated plateau about twenty miles long by some twelve miles in width, 4,580 feet above the level of the sea, and is surrounded by picturesque and beautiful mountains. It has only about 12,000 inhabitants at the present time, but prior to the Mahomedan rebellion it was a city of much importance. Lin-an is, we believe, only a moderate sized place, but it is walled, and the rebels will probably entrench themselves there as it is apparently of some strategic value, being sufficiently near to the head of the navigation of the Red River to enable them to get control of it. The district is a turbulent one, and this is not the first time that the appearance of foreigners in Yunnan has caused a riot. On the 22nd June, 1899, a riot occurred in the place, in the course of which the Custom House and French Consulate were looted. The French Consul naturally felt alarmed at

his threatened descent of armed rebels upon his place of residence and views the rebellion with alarm. There are quite a number of foreigners in Mengtsz, and it will no doubt be the next object of attack by the insurgents, who may, however, have the sense to know that any interference with foreigners will speedily recoil on their own heads.

PREPARING TO ABOLISH LEKIN

(Daily Press, 25th May.)

It was agreed between the negotiators of the new British Commercial Treaty with China that in order to meet the loss of revenue on internal trade, which would be entailed by the abolition of the *lekin* system, the Chinese Government should be at liberty to impose a consumption tax on articles of Chinese origin not intended for export. China is ponderously slow over most things, but in the matter of imposing taxation dilatoriness can never be charged against her officials. Already the system which is to take the place of *lekin*, in so far as the internal trade is concerned, is apparently "cut and dried," for from Yangchow comes news of an effort to apply the new system, which, however, has ended, as it deserved to end, in failure. The day when *lekin* will be abolished is some distance off yet. The Powers entitled to most-favoured-nation treatment by China have not yet announced their agreement with the engagements undertaken by Great Britain in Article VIII, and the provisions of the Article cannot come into force next year unless all the Powers have signified their acceptance of these engagements. But the Chinese Government, as we have said, is taking time by the forelock, and has attempted to apply the new system of taxation concurrently with the old. According to the Yangchow correspondent of the N.-C. Daily News, the officials of that city issued a proclamation a few weeks ago notifying that as the *lekin* was to be abolished, it was therefore necessary to devise some other way of taxing the people, and they accordingly announced the new system, the popular name of which is translated as "Known Contribution"—presumably in humorous contradistinction to *lekin*, the limits of which are often unknown. "The new device," says the correspondent, "proved to be an *ad valorem* duty on just about every article of exchange entering the city gates. An examiner's office was located at each gate; the examiners declared the amount of tax to be paid on each lot of merchandise entering: a bill of the amount was delivered to the purchaser along with his goods and he was required to step round to the Collector's office and pay up. Specific rates were assessed on certain articles: as for instance, pigs, 200 cash, rice, 50 cash per picul, eggs, 40 cash per load." This, the report adds, gave the gate-keepers an opening, and rumour declares that they did a little side business not down on the tax list, such as imposing a tax of three cash per load on the coolies who carried the supply of water for the city, and making other little squeezes of a similarly preposterous nature. It did not last long, however. Without making any commotion, the principal shopkeepers simply put up their shutters, and the officials saw that if they persisted every place in the city would close and business be entirely suspended. As indicating that the local officials were acting upon orders received from a superior authority, it is mentioned that the Prefect, when he learnt the temper of the people, went to Nanking, and the

following day it was announced that the collection of the tax was suspended until the tenth moon. The new *ad valorem* system, the report says, is looked upon with favour, but it is hardly likely to be tried again in Yangchow, we imagine, until *lekin* is first abolished.

PROPOSED BRIDGE ACROSS THE HARBOUR.

(Daily Press, 27th May.)

In what he thinks is likely to be his farewell report, the Hon. R. M. RUMSEY, Harbour Master, winds up with some remarks on the proposal he brought forward last year for a bridge across the harbour of Hongkong. Capt. RUMSEY puts forward some very cogent arguments in favour of his scheme for easy and rapid communication between both sides of the harbour. He says that the cry is for more room, both for the inhabitants and for the shipping, and from a sanitary, economical and commercial point of view, it is desired. He urges that more room for shipping can only be obtained by dredging some of the shallower parts of the harbour, and more room for the inhabitants is already at hand on the Kowloon side of the water, and he thinks "it would be well if, instead of providing further space for the increasing population by means of reclamations from the water area, already insufficient for the needs of shipping, all reclamation at or about the harbour frontage was prohibited and Kowloon and the New Territory utilised and developed, a course which cannot be thoroughly carried out until communication is made easy." This, of course, is a matter of opinion. The reclamations so far made have, we think, done no harm to the harbour; on the contrary they have deepened the channels and freed the city from what were formerly very unsavoury foreshores. Nevertheless it may be conceded that these reclamations will presently reach their limit, and in any case they are not likely to satisfy the needs of the growing population. More room will still be wanted, and it will eventually be imperative to unite both sides of the harbour. Whether this will be effected before or after the railway connects Kowloon with Canton is perhaps a moot point. It will be eminently necessary then. There can hardly be a difference of opinion as to the desirability of a connection being established; the question of cost, we imagine, the rock on which the project will, from time to time, be delayed.

No doubt a bridge would, from many points of view, be more advantageous than a tunnel as a means of communication, but both schemes will find their advocates. Captain RUMSEY says he is not prejudiced, but adds that he is, after consideration, in favour of the bridge. Probably the general public, before coming to a decision, would like to know the pros and cons on either side. In the first place it would be interesting to know how the two schemes compare as to cost. Expense is always an important factor in the decision of any question, even though it has to be borne by a Government. We have no means of forming an estimate ourselves, but should be glad to see this worked out approximately. For the rest it seems to us that the bridge would supply the pleasanter means of communication, and there would not be the necessity of descending into a depth to the tunnel, involving a corresponding ascent on the other side. A tunnel would also probably be hot and stuffy in the summer months. Nor would it probably be commodious enough to carry

vehicular or goods traffic, whereas the bridge might provide for a railway or tramway as well as for ordinary vehicular and pedestrian traffic. On the other hand the tunnel would be open to traffic in all weathers, whereas the bridge would hardly prove a desirable highway during typhoons or very rough weather. Moreover, though there are two entrances to the harbour, a bridge would in some degree interfere with the traffic, though perhaps not to such an extent as to outweigh the undoubted advantages it would confer. These are matters that would require a good deal of consideration before embarking on a work that Captain RUMSEY estimates would cost some nine million dollars.

That the bridge is both practicable and desirable no one will deny, but as to the kind of structure that would be most suitable and best adapted to stand the strain of the gales to which we are subject during the prevalence of the south-west monsoon there would perhaps be several opinions. If the people of Sydney find it necessary to bridge their beautiful harbour, we shall eventually, doubtless, see fit to follow their example. But we shall not be in a hurry. We never are. The desirability of a public work may be ever so apparent, its need ever so urgently felt, but we shall, after our customary fashion, carefully and systematically procrastinate. We may get plans made, approved by the Consulting Engineer to the Colonial Office, sanctioned by the Secretary of State, estimates prepared, and the work actually provided for in the budget; but it would not follow that the bridge would then be made. Years might elapse, another administration might disapprove, and the work be relegated to some distant date corresponding to the Greek Kalends. That is, of course, providing that the local Government thought well to carry out the work. If a limited liability company undertook to finance and erect the structure it would, of course, be completed in a reasonable time, and it is sincerely to be hoped that, if ever the scheme for bridging the harbour is agreed upon, a private company will be allowed to construct it. The French order some things in their colonies better than we do; others very much worse. They build such a tariff wall round their imports and exports that they successfully throttle trade and prevent the natural growth of their colonies; but, on the other hand, it must be conceded that they lay out and build public works with a much more liberal hand and plan them with more foresight than we do. For proof of this fact: have only to turn to the neighbouring colony of Indo-China, which is of mushroom growth compared to Hongkong. While in Hongkong we have not even a tramway on the level, in Tonkin there are lines of railway built regardless of cost, one to Hanoi crossing the Red River there over a bridge almost, if not quite, as lengthy as that required to cross the harbour to Kowloon. Their public buildings, too, have been erected whilst we should have been thinking of them. That the proposed bridge across the harbour would pay is probable, but if it is to be a great public benefit, to lead to the expansion of the place, and to add indirectly to the revenue, then it might fairly claim a contribution from the Government towards the cost or a guarantee to the promoters against actual loss. Better still, perhaps, it would be for the Government to undertake the work, but to confide its construction to a great firm of English engineers under contract to complete it in a given time. Under those circumstances

there would be some chance of its being completed in something less than a decade, the shortest period generally consumed here in arranging for the construction of a much-needed work.

KWANG YU WEI.

(Daily Press, 28th May.)

Some days ago we quoted from an Indian contemporary the statement that the well-known Chinese Reformer, KWANG YU WEI, who has recently been living at Darjiling, had been called back to Peking by the EMPEROR and that he left Calcutta for Hongkong on or about the 5th inst. Consequently he has had time to arrive, though we are unable to learn anything of his presence in Hongkong. We note that some of our Indian contemporaries have made much of the news of his recall, and regard the Reformer as being sufficiently well acquainted with Palace politics at Peking to enable him to brush aside the suggestion of some of his friends that the telegram might be a forgery and that a trap was being laid for him. Upon the death of YUNG LU the EMPEROR is stated to have telegraphed to KWANG YU WEI asking him to return immediately to Peking and promising the Reformer his personal protection. Our readers will remember the circumstances of KWANG YU WEI's connection with Hongkong. When the EMPRESS DOWAGER had usurped the reins of Government in order to put an end to the EMPEROR's reforming zeal, KWANG YU WEI, who had been the EMPEROR's chief tutor in this connection, had to fly for his life. He was accorded protection by the British authorities, the steamer on which he travelled from Shanghai to Hongkong being escorted by British ships of war. Here the Reform Leader lived for some time with his family, but the constant fear that his life was in danger at the hands of hired assassins from Canton, constrained him to leave the Colony and travel in other and safer parts of Asia and in Europe. He appears to have been living quietly in Darjiling since last summer, and he is now said to welcome the prospect of returning to active participation in the public affairs of his native land. Living in exile has not been to his liking, and the papers describe him as being delighted at the receipt of the EMPEROR's telegram. There is nothing in the situation in China that we can discover justifying any anticipations of the early restoration of the Reform party to power. The EMPRESS-DOWAGER has shown no desire to leave the direction of affairs to KWANG Hsu, and on the other hand the supposition that the EMPEROR KWANG Hsu would ever have the courage to attempt the supplanting of his august relative is, as one Indian paper remarks, too absurd to be worth a moment's consideration. If KWANG YU WEI has returned, or is returning to China, with any such notions as are attributed to him in the Calcutta papers, we fear he has been grossly deceived; but he would scarcely need to go beyond Hongkong to discover that.

A combination of Manila capitalists is trying to secure the uncompleted structure of the Hospital Association on Calle Bagumbayan on the Luneta Drive. This was recently sold to the Municipal Board for 50,000 pesos, and an offer of 11,000 pesos increase on the purchase price has been offered to the Board by the combination above referred to, whose object is to turn the place into a fine hotel, surrounded by numerous cottages on the plan of the Royal Hawaiian Hotel at Honolulu.

THE NEW TELEGRAPH CODE.

(Daily Press, 29th May.)

A matter of considerable importance to the commercial world was to come before the International Telegraphic Conference convened to meet in London this month. We refer to the question of the Vocabulary Code compiled by the International Bureau of Telegraphic Administrations at Berne, which the Conference was expected to make compulsory. No information has yet come to hand as to whether the question has been decided, but the latest mail papers show that the proposal meets with strenuous opposition from the leading Chambers of Commerce, including those of London, New York and Birmingham. The protest of the London Chamber was made at a largely-attended meeting held last month under the presidency of Mr. KESWICK, M.P., a resolution being passed urgently requesting the Postmaster-General to decline on behalf of His Majesty's Government to accept the compulsory adoption of the proposed official vocabulary of code words. The resolution further urged His Majesty's Government to decline to acquiesce in any other than a permissive use of the present vocabulary, and if its official adoption be pressed by other Governments which do not use or possess cables and telegraphic lines to the same extent as those in the hands of the British Government and companies, His Majesty's Government was urged to withdraw, as far as this matter was concerned, from the International Telegraphic Union. Mr. KESWICK pointed out that all users of codes as at present constructed would be put to an immense amount of trouble and expense if the official vocabulary were made compulsory. He urged that the new vocabulary should be allowed to stand on its merits solely, and if it were better than any of the existing codes its worth would be speedily recognised and its general adoption would follow as a matter of course. Since this is precisely the claim made by the Berne International Convention, namely that it is better than the existing codes, surely there is no need to force it upon a public which would readily adopt it if it served the purpose better than the codes now in general use. But the manager of one of the Cable Companies "let the cat out of the bag" when he set up a wail at the meeting that his Company had only been able to pay a dividend of 2½ per cent. for the last 15 years, and that the compulsory adoption of the new code was advocated with a view to preventing the use of made-up words. This gentleman boldly stated that the Cable Companies were "the dragon at the bottom of the case." They had provided the capital to unite the ends of the earth, he said, and they had a right to live. That is not an unanswerable argument in a question of this sort, and carried no weight with the Chamber of Commerce which passed its resolution unanimously. We note that the interests of the commercial communities of the Far East were being watched in this matter by the China Association from whose committee a letter was read embodying objections to the vocabulary; and one of the principal speakers at the meeting was Mr. GWYTHER, the Chairman of the Chartered Bank of India, China and Australia. Mr. KESWICK mentioned that an examination of the official vocabulary by an expert showed that its deficiencies were more numerous than its advantages. If that be so, the terms of the Chamber's resolution though strong and emphatic are amply justified and will no doubt be endorsed by the British commercial communities throughout the world.

HARBOUR MASTER'S REPORT FOR 1902.

The report of the Harbour master (Hon. R. Murray Rumsey) for the year 1902 has been issued, and from it we make the following extracts:—

SHIPPING.

The total tonnage entering and clearing during the year 1902 amounted to 21,528,730 tons, being an increase, compared with 1901, of 2,203,395 tons, and the same number in excess of any previous year. There were 51,542 arrivals of 10,783,502 tons, and 51,547 departures of 10,754,278 tons. Of British ocean-going tonnage, 3,010,442 tons entered, and 3,005,143 tons cleared. Of British river steamers 1,775,960 tons entered, and 1,780,238 tons cleared. Of foreign ocean-going tonnage, 3,273,317 tons entered, and 3,238,719 tons cleared. Of foreign river steamers, 95,766 tons entered, 95,909 tons cleared. Of steam launches trading to ports outside the Colony, 97,607 tons cleared. Of junks in foreign trade, 1,623,895 tons entered, and 1,624,344 tons cleared. Of junks in local trade, 916,016 tons entered, and 903,313 tons cleared. Thus—

	per cent.
British ocean-going tonnage represented	27.94
" river	16.52
Foreign ocean-going	30.25
" river	0.89
Steam launches in local foreign trade	0.91
Junks	15.04
"	8.45

100.00

6,192 steamers, 47 sailing vessels, 1,820 steam launches, and 17,978 junks in foreign trade, entered during the year, giving a daily average of 71.2, as against 67.6 in 1901. For European, constructed vessels, the daily average would be 17.1, as against 14.8 in 1901. A comparison between the years 1901 and 1902 for vessels under the British flag shows an increase of 387 ships of 358,148 tons. These figures are, however, misleading, for river steamers are responsible for an increase of 397 ships of 157,439 tons. This leaves a net decrease of 10 ocean-going ships with an increase in tonnage of 200,609 tons. The above increase in river steamers is due to the fact that the one vessel which ran in 1901 and not in 1902 is more than counterbalanced by two which started to run at the end of 1901, and two which started to run at the beginning of 1902. The fall of 10 ocean-going vessels is a genuine decrease which loses a portion of its significance when we consider the increased size of vessels as evidenced by the increase in tonnage.

For vessels under foreign flags, we find a large increase, viz., 1,267 ships of 1,358,709 tons, of which 301 ships of 93,627 tons are due to river steamers, one new French vessel having started to run in 1902, and another Frenchman having run more often in 1902 than in 1901. The remainder, 966 ships of 1,265,082 tons, is due to—

1. An increase of 453 Norwegian ships of 372,021 tons;
2. An increase of 186 German ships of 221,619 tons;
3. An increase of 169 Chinese ships of 307,897 tons;
4. An increase of 150 Japanese ships of 342,668 tons,

and smaller increases in other nationalities.

A sailing ship under Sarawak colours visited the port during the year; their first appearance in the waters of the Colony.

The actual number of ships of European construction (exclusive of river steamers and steam launches) entering the port during 1902 was 718, of which 350 were British, and 368 foreign. These 718 ships entered 4,047 times, giving a total tonnage entered of 6,284,258 tons. Thus, compared with 1901, 37 more ships entered 477 more times, and gave a total tonnage increased by 728,926 tons.

The 350 British vessels carried 2,659 British officers and 21 foreign officers, as follows:—British, 2,659; German, 2; Norwegian, 2; Swedish, 2; United States, 15. Total 2,680. Thus the proportion of foreign officers in British ships was 0.78 per cent. comprising four nationalities, a decrease of 0.29 per cent. with an increase of ships.

The 368 foreign ships carried 2,787 officers of

whom 293 were British. The proportion of British officers in foreign ships was therefore 10.7 per cent. distributed among six nationalities, an increase of 0.37 per cent., with an increase of ships.

Of the crews of British vessels 17.7 per cent. were British; 0.8 per cent. were other Europeans; and 81.5 per cent. were Asiatics. Of the crews of foreign vessels 1.4 per cent. were British; 24.1 per cent. were other Europeans; 74.5 per cent. were Asiatics. This shows a slight increase of Asiatics, with a corresponding falling off in the proportion of Europeans.

TRADE.

It seems hardly necessary to again refer to the fact that the returns under this heading depend for accuracy on the information voluntarily afforded to this department by the masters, and, in some cases, by the agents concerned. While thanking these for their assistance in the matter, I would ask to be allowed to impress upon them how desirable it is that such information should be as reliable as they can make it.

The principal features to be remarked in the reported trade of the port for 1902 are:—

In Imports reported—

Increases.	Decreases.
In Opium of 69.6 %	In Hemp of 26.5 %
Rice of 32.3 "	Flour of 25.1 "
General of 15.7 "	Bulk Oil of 22.9 "
Coal of 13.4 "	Case Oil of 22.5 "
Sugar of 11.1 "	Cotton of 20.3 "
Timber of 10.7 "	

The net increase under this head amounts to 482,476 tons. In exports, there is an increase reported of 126,814 tons. In transit cargo there is an increase reported of 237,812 tons.

The total reported import trade of the port for 1902 amounted to 26,137 vessels of 9,867,486 tons, carrying 6,921,928 tons of cargo, of which 4,549,531 tons were discharged at Hongkong. This does not include the number, tonnage or cargo of local trade junks, or steam launches.

Similarly, the export trade from the port was represented by 26,309 vessels of 9,811,96 tons, carrying 3,146,141 tons of cargo, and shipping 654,274 tons of bunker coal.

During the year 1902, 12,461 vessels of European construction, of 16,275,998 tons (net register), reported having carried 9,198,467 tons of cargo, as follows:—Import cargo, 3,963,463; export cargo, 2,220,867; transit cargo, 2,372,377; bunker coal shipped, 641,740. Total, 9,198,467.

The total number of tons carried was, therefore 56.5 per cent. of the total net register tonnage (or 70.2 per cent. exclusive of river steamers), and was apportioned as follows:—

Imports—British ships, 1,833,871; foreign ships, 2,129,592. Total, 3,963,463.

Exports—British ships, 1,197,077; foreign ships, 1,023,790. Total, 2,220,867.

Transit—British ships, 1,259,439; foreign ships, 1,112,938. Total, 2,372,377.

Bunker coal—British ships, 254,770; foreign ships, 386,970. Total, 641,740. Grand total, 9,198,467.

REVENUE.

The total revenue collected by the harbour department during the year was \$266,765.99, being an increase of \$15,168.60 on the previous year:—

Light Dues	\$ 66,106.52
Licences and Internal Revenue	55,014.80
Fees of Court and Office	145,644.67

Total, \$266,765.99

STEAM LAUNCHES.

On the 31st December there were 283 steam launches employed in the harbour; of these 137 were licensed for the conveyance of passengers, 123 were privately owned, 17 were the property of the Colonial Government, and 6 belonged to the Imperial Government in charge of the Military Authorities.

16 steam launches were permitted to carry arms, etc., for their protection against pirates; of these, eleven were previously permitted, and five during this year.

EMIGRATION.

71,711 emigrants left Hongkong for various places during the year: of these, 42,778 were carried by British ships and 28,933 by foreign ships; 129,812 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 95,937 were brought in British ships and 33,875 by foreign ships.

REGISTRY OF SHIPPING.

During the year, 4 ships were registered

under the provisions of the Imperial Act and 8 certificates were cancelled.

SUNDAY CARGO WORKING.

During the year, 451 permits were issued under the provisions of the Ordinance. Of these, 125 were not availed of owing to its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case, and 56 permits were issued, free of charge, to mail steamers. The revenue collected under this heading was \$44,175; this was \$625 less than in 1901.

The revenue collected each year since the Ordinance came into force is as follows:—

1892	\$4,800	1898	\$25,925
1893	7,900	1899	21,825
1894	13,375	1900	43,550
1895	11,600	1901	44,800
1896	7,575	1902	44,175
1907	11,850		

SEAMEN.

19,936 seamen were shipped and 23,499 discharged at the Mercantile Marine Office and on board ships during the year. 212 "distressed seamen" were received during the year. Of these, 66 were sent to the United Kingdom, 5 to Sydney, 2 to Melbourne, 2 to Calcutta, 1 to Aden, 4 obtained employment on shore, 1 went as passenger to Sydney, 43 to Canton, 4 to Singapore, 1 joined the Naval Yard, 2 the Chinese Customs, 1 the United States Transport, 1 taken charge of by the French Consul, 5 dismissed, 1 died at the Government Civil Hospital, 1 remained at the Lunatic Asylum, 3 at the Sailors' Home, and 68 obtained employment. \$2,936.25 were expended by the Harbour Master on behalf of the Board of Trade in the relief of these distressed seamen, and \$3,013 by the Colony.

MARINE SURVEYOR'S SUB-DEPARTMENT.

The total tonnage of vessels surveyed during the year 1902 amounted to 417,974 tons, an increase of 41,435 tons over tonnage surveyed during 1901. Of this total tonnage, 337,531 tons represent the tonnage of vessels surveyed for passenger certificates; 67,923 the tonnage of vessels for bottom inspection only, and 12,501 the tonnage of licensed launches. The number of licensed launches surveyed in 1902 was 210, a decrease of 7, as compared with the number surveyed in 1901.

The revenue derived from the work of this sub-department amounts to \$19,458.24, an increase of \$3,467.20 over the revenue for 1901.

In view of the fact that the fees for surveys of steamships for passenger certificates having been doubled since 1st November, 1902, it may safely be estimated that the revenue of this sub-department for 1903 will be well over \$31,000.

LIGHT-HOUSES.

Telegraphic and telephonic communication has been kept up with the Gap Rock, Cape d'Aguilar and Waglan Islands during the year. From Gap Rock Station, 1,006 vessels have been reported as passing, and in addition 204 messages were received and 3,376 sent, including the daily weather report for the Observatory. Twenty hours and thirty minutes of fog were reported from Gap Rock during the year, and the fog signal gun was fired 129 times. On two occasions the fortnightly reliefs were delayed by the rough sea. From Cape d'Aguilar Station, 1,826 vessels were reported, and in addition 1,112 messages were sent and 12 received. From Waglan Island Station, 1,658 vessels were reported, and in addition 42 messages were sent and 47 received. Owing to the telephonic communication being interrupted, 238 vessels were not reported. Thirty-six hours and twenty-four minutes of fog were reported from Waglan Island during the year, and the fog signal gun was fired 376 times. On no occasion was the relief delayed by the rough sea.

GOVERNMENT GUNPOWDER DEPOT.

During the year 1902, there has been stored in the Government Gunpowder Depot, Stonecutters Island, 12,713 cases with an approximate weight of 712,218 lbs. During the same period there has been delivered out of the depot 3194 cases approximately weighing 158,208 lbs.

Captain V. E. H. Lindesay of the Indian Medical Service, has been awarded the Royal Humane Society's medal for rescuing a man of the 4th Gurkha Rifles from the Peiho River in July last.

THE SUGGESTED BRIDGE ACROSS THE HARBOUR.

COMMANDER RUMSEY'S VIEWS.

The Hon. R. M. Rumsey, the Harbour Master, concludes his annual report for the year 1902 with the following remarks:—

This is probably the last Annual Report of this department which will be signed by me, and being so, I should like to be allowed to make herein a few remarks on the subject of the bridge across the Harbour which I advocated in the Annual Report for 1901.

I have been favoured with information concerning a bridge about to be built across Sydney Harbour, which is to be 3,000 feet long, and 170 feet above water level. This height is necessary to allow of the passage of ships under the bridge, a requirement not called for in our case, owing to our good fortune in having an entrance at each end of the harbour. The Sydney bridge crosses a portion of the harbour where the depths are from 6 to 12 fathoms, and is to carry two lines of railway, two roadways of 30 feet each, and two footways of 12 feet each, so that the deck cannot be less than 121 feet wide, 45 feet wider than our new Praya. Tenders have been called for, and so far as my information on that point goes, it seems those received vary between 14 and 14½ millions sterling.

Hongkong's need for easy communication between the two sides of the Harbour is, in my opinion, very great, probably greater than that of Sydney. Shipping has increased steadily during the last 20 years from 13 million tons to 21 million tons, entered and cleared. In 20 years also (1881-1901), the population has increased from 160,402 to 283,975. During the last 10 years (the period during which the statistics have been kept in the Harbour Department) cargo, landed and shipped, has increased from 64 million tons to 84 million tons, and the local passenger traffic in junks and launches has risen from 4½ million to 74 million.

The cry is for more room—both for inhabitants and for shipping. From a sanitary, economical, and commercial point of view, it is desired. More room for shipping can only be obtained by dredging some of the shallower parts of the harbour, more room for the inhabitants is already at hand on the Kowloon side of the water; I think it would be well if, instead of providing further space for the increasing population by means of reclamations from the water area, already insufficient for the needs of shipping, all reclamation at or about the harbour frontage was prohibited, and Kowloon and the New Territory utilised and developed, a course which cannot be thoroughly carried out until communication is made easy.

Hongkong has arrived at its present state of prosperity principally by reason of its natural advantages, first, its geographical position, and secondly, its excellent harbour. Nothing we can do or leave undone can destroy the former of these advantages, it behoves us, however, to see that it is not rendered ineffective by reason of our reducing the capability of the latter to accommodate the ever-increasing amount of shipping, which has been frequently and truly referred to as "the life-blood of the Colony."

Taking Sydney as a rough guide, I suggest that the cost of such a bridge as I advocate will be amply provided for with \$9,000,000.

The present reported passenger traffic between Hongkong and Kowloon is not less than 6,000,000 annually, which, I suggest, would be increased 50 per cent. by the facilities offered by the bridge to the increased population of Kowloon and the New Territory, for, once the bridge is decided on, the other side of the harbour will begin to increase, and the development will go on side by side with the construction of the bridge. Assuming, then, 9,000,000 passengers annually, and further assuming 25 per cent. of them to be of a class capable of paying a very modest toll of 5 cents and the remaining 75 per cent. to be carried at 1 cent, this would give an annual income from the bridge toll of \$450,000, which will be 2 per cent. on the suggested cost of \$9,000,000. In addition, there would be a toll on other animals, etc., the value of which cannot be estimated, but would be considerable. The Court to I am not prejudiced, possibly

are forthcoming for securing the desired end. A tunnel has been suggested, and no doubt offers some advantages not possessed by my scheme, but after consideration I am still in favour of the bridge. However, whether the means adopted be bridge, tunnel, or anything else, I submit confidently that easy communication must be had with the Kowloon side unless we are content to spoil our natural harbour, while leaving Kowloon and the New Territory undeveloped.

THE FRENCH ARMY IN THE EAST.

The following is from a correspondent of the *Times* :—

For some time past France has been strengthening her military system of defence in the Orient, and in this task she has been most ably guided by General Coronat, the present Commandant-in-Chief of her forces in Indo-China. This officer, who is one of the divisionary commandants in the French army, has seen a great deal of active service in the colonies, and he is generally recognised as an expert in tactics and mobilisation.

According to the new organisation, the authorities in French Indo-China have now at their disposal four brigades of troops, three in actual existence and one in reserve. Should there be danger of invasion, the first three would at once be concentrated on their respective centres, which are Haiphong, Bac Ninh, and Saigon, to their full strength, less the units actually occupying the forts and positions along the frontier or on the strategic railway, roads and waterways leading to them, whose duty it would be to delay, so far as it might lie in their power, the enemy's advance. Arrangements for transport and large reserve stocks of food, clothing, and ammunition are continually in readiness in the different centres. The reservists, both French and native, would be called out and formed into a brigade, which would occupy the garrison town and forts left vacant by the departure for the front of the active troops. In a week from the date of issue of an order to mobilise, France can transport to any point along her colonial frontiers which border on the Chinese provinces of Kwangai, Kwangtung, or Yunnan a force of 8,000 men—that is, two brigades, fully equipped with reserves of food and munitions for a three months' campaign, and possessing the advantages of bases within easy reach, from which further supplies could be drawn should it become necessary to do so. Provision has also been made in the event of a repetition of events similar to those which occurred in China in 1900-01. In such a case the active brigade, whose centre of mobilisation is at Haiphong, would be concentrated in that port and shipped at once for the destination which might be indicated by the authorities in Paris, and its place would be taken by the reserve brigade or part of it. In this manner, on 48 hours' notice a small corps d'armées consisting of about 3,500 infantry, four batteries of artillery, a detachment of engineers, and a squadron of native cavalry ("Chasseurs Annamites"), to serve as scouts, would be in readiness to proceed to any given point on the coast of China. The question of transport would, of course, be a serious one, but there is at all times at Hongkong at least two of the Messageries Maritimes coasting boats, which average about 1,200 tons net register, and a cargo-boat of the Company transporting railway material for the system of lines building, which vessels possess an average register of over 5,000 tons.

Apart from the four brigades above mentioned, the colony also possesses a force of about 10,000 men, which is known as the "milice indigène," whose organisation is similar to the armed constabulary which exists in Burma. The men, who are natives, are well drilled and officered by Europeans. In times of peace this force is under the direct control of the civil authorities, but in event of invasion they would be placed at the disposal of the Commandant-in-Chief, and it is probable that it would prove a useful auxiliary to the regular army.

Approximate strength of the active force Woodcock (three brigades and auxiliaries) as the work

French infantry, three regiments ...	3,000 men
Foreign Legion, four battalions ...	3,000 men
Native infantry, six regiments ...	18,000 men
"Milice indigène" (native constabulary) ...	10,000 men

Total of infantry ... 34,000 men

The majority of these troops are stationed in Tonkin. In Cochinchina there are only two regiments of infantry, one French and one native. There are 18 batteries of artillery, of which five are in Cochinchina, one in Annam, and the remainder in Tonkin. A company of engineers is stationed in Hanoi and another in Saigon. There exists only one squadron of cavalry, which is quartered in the capital of Tonkin. The 1st Brigade (Bac Ninh) is under the orders of General Lamorgan; 2nd Brigade (Haiphong), General Winckel-Meyer; 3rd Brigade (Saigon), General de Baylié; General Piel is in command of the artillery.

SIR ROBERT HART'S DECORATIONS.

Mei Lo Pin writes from London the following letter to the *Ulster Echo* :—

"With reference to the interesting paragraph stating that the King of Portugal proposes to invest Lord Milner with the Grand Cross of the Order of Christ of Portugal, I wish to point out that should his lordship receive this coveted distinction, he will not be the only British subject so honoured of recent years, because Sir Robert Hart, Bart., G.C.M.G., M.A., LL.D., the brilliant Irish Inspector-General of Chinese Imperial Maritime Customs, was presented with the Grand Cross of the above-mentioned ancient decoration in the year 1888. I may also mention that Sir Robert possesses the Grand Cross of three other famous European Orders, to wit—the Grand Cross of the Order of Francis Joseph, Austria, which was given to him in 1873; the Grand Cross of the Order of the Polar Star, which Norway bestowed upon him in 1894; and in 1897 he received from Holland the Grand Cross of the Order of Orange Nassau. Furthermore, your distinguished fellow-countryman has been a Grand Officer of the Order of the Crown of Italy since 1884, a Grand Officer of the Legion of Honour, France, since 1885; and in the year 1893 Belgium honoured him by creating him a Grand Officer of the Order of Leopold. The foregoing illustrious list does not exhaust the roll of this richly decorated Irish Baronet's honours, as so far back as 1870 he was made a Chevalier of the Order of Wasa, Sweden-Norway; and in the year 1900 the Order of the Crown, first-class, Prussia, was sent to him at Peking by the German Emperor. He is also, despite his Protestantism, by direct gift of the Pope, a Commander of the Papal Order of Pius IX. In conclusion, Sir, I wonder whether any other living Irishman—or Englishman, either, outside the ranks of Royalty—holds so many decorations as does Sir Robert Hart?"

THE NEW DUTCH STEAMSHIP LINE.

We are informed that the new steamship line between Java-China-Japan will begin a regular four-weekly service most probably in September next with three newly-built steamers called *Tjipanas*, *Tjilatjap*, *Tjimahi*, each of 5,000 tons deadweight, which will fly the Dutch flag. Two of the ships are being built in Holland and one in England. As already mentioned, the Company is established in Amsterdam with its chief agent, Mr. P. J. Roosegaarde Bisschop, in Hongkong, and as local agents Messrs. Holtz, Jacob & Co., have been appointed. The steamers will run as follows: Batavia, Samarang, Sourabaya, Macassar, Hongkong, Shanghai, Kobe, Yokohama, Kobe, Hongkong, Amoy, Swatow, Singapore, Batavia. At present, trade between Java, China and Japan is carried on by chartered steamers, and there can be no doubt that this regular line will be appreciated. Trade will doubtless expand and the enterprising owners may justly anticipate success and fair dividends.

THE OFFICIAL MURDER BY CHINESE IN HONGKONG.

Commenting on the recent trial in Hongkong of the murderer of Yeung Kue Wan, the Chinese reformer, the *N.-C. Daily News* says:—Satisfactory as it is to see that the actual instrument of the savage duplicity of the authorities at Canton has been caught and will be punished, it is to be hoped that sooner or later his superiors who commissioned and paid him will be made to feel the weight of England's displeasure. Successive Governors of Hongkong have been much too complaisant, much too ready to believe the smiling assurances of friendship in which the Chinese authorities at Canton have been wont to indulge; but the most philo-Chinese Governor must have his indignation aroused when he finds British territory violated by paid assassins sent to kill or kidnap men who have come to take refuge under the British flag, and whose only crime is the endeavour to improve the political system of their country. It was a warning sent from the Government at Hongkong that enabled the authorities at Canton to take steps to suppress the last intended rising there, and the gratitude of those authorities for the goodwill always displayed by the British colony is shown by the dispatch to that colony of emissaries with orders to kill or kidnap reformers. Justice has shown her lame foot in her pursuit of the murderer of Yeung Kue Wan, but she has come up with him at last. The incident should be taken to heart by the Hongkong Government. Amiable as the authorities at Canton may seem, and apparently anxious to keep on the friendliest terms with the British colony at their doors, the old Adam is not eradicated, and to serve their ends they will descend to ways that are dark, without any regard to international comity, or the disgrace involved in the commission of the blackest crimes.

SOCIETY IN HONGKONG.

AS OTHERS SEE US.

In a book by Captain Gordon Casserley, entitled *The Land of the Boxers*, just published by Longmans & Co., there is an interesting chapter on Hongkong, from which we extract the following:—

Society in Hongkong is less official than in India, where almost every male is to be found in either the Army or the Civil Service List. The Governor and the General are, of course, the leaders, and in a small way represent Royalty in the colony. The merchant class is supreme, and their wives rule society; naval and military people being regarded as mere birds of passage in a city where Europeans practically settle for life, and England seems a very far-off country indeed. Altogether life in Hongkong is of a more provincially English character than it is in India. The warm-hearted hospitality of the Anglo-Indian has but a faint echo in this very British colony. One is not brought into such daily contact with friends and acquaintances. In every station, large and small, throughout the length and breadth of Hindustan there is always a club which acts as the rallying-place of European Society. Ladies as well as men assemble there in the afternoons when the sun is setting, and polo, tennis, and cricket are over for the day. The fair inhabitants of the station sit on the lawn, dispense tea to their friends, talk scandal, or flirt; while their husbands play whist, bridge, and billiards, or gather in jovial groups round the bar and discuss the events of the day. But in Hongkong, despite the large European population, there is no similar institution or gathering-place. The clubs are sternly reserved for men. Save at an occasional race meeting or gymkhana, one never sees all the white inhabitants assembled together. In the summer the climate is far too hot for indoor social functions. Even tennis parties are too exhausting. So hospitable hostesses substitute for their "At Homes" weekly mixed bathing parties; and in the comparative cool of the afternoons gay groups gather on the piers near the Club and embark on the trim steam launches that lie in shoals alongside. Then out they go to some sandy bay along the coast, where matcheds have been erected to serve as bathing-boxes for the ladies, who go

ashore and attire themselves for the water. The gentlemen of the party don their swimming costume in the cabin of the launch, and, plunging overboard, make their way to the beach to join their fair companions. When tired of bathing, the ladies retire to the matshed, the men to the launch. Then, dressed again and reunited, all steam back to Hongkong, refreshing themselves with tea and drinks on the way. This is the favourite form of amusement in Hongkong society during the summer. In the cold weather dances at Government House, Headquarter House (the General's residence), and in the City Hall are frequent; and theatrical companies from England and Australia occupy the theatre. Picnics, walking or by launch, to the many charming spots to be found on the island or the mainland are given. Polo, racing, cricket, tennis, and golf are in full swing; and, as the climate during winter is cold and bracing, life is very pleasant in the colony then. To the newly-arrived naval or military officer, society in Hongkong is full of pitfalls and surprises. The English merchant or lawyer overseas is usually a very good fellow, though occasionally puffed up by the thought of his bloated moneybags; but his wife is often a sad example of British snobbery, the spirit of which has entered into her soul in the small country town or London suburb from which she came. Society in the boarding-houses of West Kensington is a bad preparation for the rôle of *grande dame* in the hospitable East. And so the naval or military officer, accustomed to broader lines of social demarcation in England, is puzzled and amused at the minute shades of difference in Hongkong society. He fails to see why Mrs. A., whose spouse exports tea, is to be considered quite of the *haut ton* of the colony; while Mrs. B., whose husband imports cigars, and who is by birth and breeding a better man than A., is not to be called on.

"Big fleas have little fleas upon their backs to bite 'em,

And little fleas have lesser fleas, and so ad infinitum."

And Hongkong looks down on Kowloon with all the well-bred contempt of Belgravia for Brixton, and even in the despised suburb on the mainland these social differences are not wanting. The wives of the superior dock employees are the leaders of Kowloon society; and the better half of a ship captain or marine engineer is only admitted on sufferance to their exclusive circle. When the first Indian troops to strengthen the garrison of Hongkong in 1900 arrived, they were quartered in Kowloon; where the presence of a number of strange young officers, who dashed about their quiet suburb on fiery Arabs and completely eclipsed the local dandies, caused a flutter in the hearts of anxious mothers and indignant husbands. The fires of civilian prejudice against the military burned fiercely; and I verily believe that many of the inhabitants of Kowloon would have preferred an invasion of ferocious Chinese.

THE CABLE TO THE PHILIPPINES.

The cable steamer *Colonia* recently left Colombo outboard bound. She had nearly 3,000 miles of cable on board, which she will lay between the Island of Guam, of the Ladrone group, in Lat. 13 deg. 30 min. N. and Long. 144 deg. 50 min. E., and Middle Island, which lies in Lat. 28 deg. 10 min. N. and Long. 177 deg. 10 min. W. This will be the longest section on the line which will connect America with the Philippines; and it is expected the *Colonia* will be engaged on it about four or six weeks. She took in a thousand tons of coal at Colombo.

The cable steamer *Anglia*, also owned by the same Company, will complete the last sections of the Philippines-San Francisco cable. She will lay the sections between Manila and Guam, and Middle Island and Honolulu, of the Sandwich group of islands, in Lat. 22 deg. 20 min. N., and Long. 157 deg. 50 min. W. The section between Honolulu and San Francisco has already been laid; so that, when the *Colonia* and *Anglia* complete their work within the next two months, America will be in cable communication with her new possessions. The *Colonia* is still in command of Capt. Harold Woodcock, who has seen service in all parts of the world.

SUPREME COURT.

Wednesday, 27th May.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PUISNE JUDGE).

BREWER AND CO. v. PORTLAND AND ASIATIC CO.

An action was called in which W. Brewer & Co. sued the Portland and Asiatic Company for \$600 damages in respect of the non-fulfilment by the defendants of a certain written undertaking dated 7th May, 1902, given by the defendants to the plaintiffs and others, in consideration of which the plaintiffs allowed the s.s. *Indravelli* to leave Hongkong with certain goods laden on board belonging to and consigned to T. W. Hindmarsh who was then and still is indebted to the plaintiffs, for goods sold and delivered. This undertaking was to the effect that the defendants in consideration of Messrs. Fung Wa Chun, Tak Cheong, W. Brewer & Co., Wong Hing and the Mutual Stores, who were stated to be creditors of T. W. Hindmarsh and to be taking proceedings to recover the amounts due and who intended to seize by the order of the Supreme Court of Hongkong goods belonging to T. W. Hindmarsh already laden on board the s.s. *Indravelli* (leaving on the day on which the undertaking was given), not insisting on their discharging such goods from the ship before she left Hongkong, the defendant undertook to hold such goods subject to the order of the Supreme Court of Hongkong to satisfy any judgment and costs awarded against T. W. Hindmarsh. Defendants stipulated, however, that claimants' lawyers (Messrs. Johnson, Stokes & Master) must produce the necessary order of the Court to protect defendants in their holding on the other side.

Mr. H. E. Pollock, K.C., barrister-at-law (noted by Mr. John Hays, of Messrs. Johnson, Stokes and Master, solicitors), appeared for the plaintiffs; and Mr. M. W. Slade, barrister-at-law (instructed by Mr. E. J. Grist of Messrs. Wilkinson & Grist, solicitors), was for the defendants.

Mr. Pollock stated that on 7th May plaintiffs brought an action against T. W. Hindmarsh for \$26.95 for goods sold and delivered, and a writ of foreign attachment was subsequently issued against defendants in the present case, as garnishees for the seizure of T. W. Hindmarsh's property with a view to satisfying this claim. In pursuance of this writ plaintiffs threatened to seize 26 cases of goods already shipped on the *Indravelli* by T. W. Hindmarsh but consented to refrain from unloading the goods on condition of getting the letter of undertaking given above. The contention of the plaintiffs was that that document amounted to an absolute undertaking on behalf of the defendants with regard to the 26 cases of goods which had been shipped on board the *Indravelli* and in respect of which they had delivered to Hindmarsh bills of lading. The question was, To what did the undertaking refer? Mr. Pollock produced correspondence which he contended showed that the goods referred to in the undertaking were clearly understood by the defendant company as being the 26 packages of goods shipped by T. W. Hindmarsh on board the *Indravelli*. The reason for the giving of that undertaking was, as Mr. Allan Cameron in a letter put it in rather colloquial language, that if it had not been given they would have had to "rook" down to the bottom of the hold in order to unload these 26 cases and that would have caused delay. Plaintiffs said the true intent and meaning of the undertaking was that the defendants undertook to hold these 26 cases of goods subject to the order of the Supreme Court of Hongkong as to the production of copies of the writs of foreign attachment, on 17th July Mr. Wilgress, then acting manager of the defendant company, called upon Mr. Hays and said they wanted to be supplied with copies of the orders of the Court mentioned in the undertaking. Mr. Hays was under the impression that he actually produced and showed to Mr. Wilgress the writs of foreign attachment, and on 18th July Messrs. Johnson, Stokes & Master sent a letter to the defendant company enclosing copies of these writs. The copies were accepted by the defendants as

sufficient, apparently, at the time to comply with the terms of the undertaking. In their answers the defendants denied that the 26 cases of goods, with the exception of a portion which had been already offered to the plaintiffs and refused by them, belonged to T. W. Hindmarsh; they admitted giving the undertaking, and the receipt of the copies of the writs of foreign attachment; but said that the goods were removed to Oregon, U.S.A., where in a suit instituted in the Circuit Court by K. J. Hindmarsh and T. W. Hindmarsh against defendants in this case it was decreed that none of the said goods except the portion thereof already referred to were the property of T. W. Hindmarsh; that the plaintiffs in breach of the express condition in the undertaking had neglected to procure or obtain any order of the Court effectual to enable the defendants to hold the goods in Oregon and that they were accordingly compelled to part with possession of them. The plaintiffs' contention upon that point was that that decree of the American Court furnished no defence as to this action, that was to say, was irrelevant to the present matter. The undertaking was an absolute, unqualified undertaking as set up in the statement of claim, and was a contract to be construed *lex loci* of Hongkong.

Formal evidence was taken for the plaintiffs.

Mr. Slade in opening the case for the defendants said the other side had failed to prove damage; unless it was proved that his client's judgment had not been satisfied he had no action.

His Lordship said he did not think it had been specifically proved but he would not stop the case for that.

Mr. Slade went on to say that the plaintiffs had never issued execution to obtain their judgment and costs. It was admitted in the pleadings that the defendants had in their hands a certain portion of the 26 cases of goods, belonging to T. W. Hindmarsh. Plaintiffs having refused to accept that portion and not having issued execution against them and, therefore, not having ascertained what these goods were, could not say that the goods were not amply sufficient to satisfy their judgment and costs. It was perfectly clear that there could be no damage done merely by the fact that they obtained judgment and did nothing with it. If they had issued execution and failed to obtain satisfaction they would have suffered damage.

His Lordship asked on whom they were going to serve execution?

Mr. Slade said it should be served on T. W. Hindmarsh. The defendants had in their hands a certain amount of the goods. They had offered to hand that over but plaintiffs refused to receive it. Under this undertaking the defendants were not liable as the plaintiffs claimed. They only undertook to hold goods belonging to T. W. Hindmarsh, not to satisfy any judgment of the Court of Hongkong, but subject to the order of the Court to satisfy any judgment—the necessary result of an application to the Court to determine whether the goods in the hands of the garnishees were liable to satisfy the plaintiffs' claim. From the words in the undertaking, "You must, however, produce the necessary order of the Court to protect us in our holding on the other side," it was perfectly clear that the defendants anticipated that some action would be taken on the bill of lading to get the goods out of their hands. The meaning was obviously: "We will be responsible for these goods and hold them subject to an order of the Court if you only protect us on the other side when we get to America." Mr. Cameron did not specify for writs of foreign attachment but for orders of the Court sufficient to protect him on the other side. The claim showed that the plaintiffs relied on the writ of foreign attachment instead of going and getting a determination of this Court that the goods in the cases were T. W. Hindmarsh's. If they had got that it would probably have had an effect in the American Court. These goods were in fact taken by the judgment of the Court in America. He proposed to put in that record, under which the defendants were compelled to hand over the goods by reason of the plaintiffs not having produced the necessary order of the Court to protect them.

Mr. Pollock objected to the admission of the American judgment.

His Lordship said that his view was that it might be put in as evidence that the American Court had done this, that or the other. But that would not affect his judgment.

Mr. Pollock submitted that it could not come in on the ground of irrelevancy; this being an absolute contract it would be irrelevant for the American Courts to come in whatever they decided.

His Lordship asked if that would not be shutting out evidence that the other side would be entitled to put in, showing the reason why certain of the goods had not come? He would simply take it as evidence that the defendants had been stopped in some way or another from sending these goods.

Mr. Slade said the next point in the defence was that they had not been protected in their holding on the other side. The writs of foreign attachment were not sufficient to cover all the goods contained in these 26 cases, though quite sufficient to cover a portion. As the orders were only sufficient to protect a portion, the defendants were liable only in respect of that portion on which they were protected on the other side. Finally he submitted that on the plaidiffs lay the onus of proof that the goods on board were the goods of T. W. Hindmarsh and of that they had given no evidence at all except that they were shipped for T. W. Hindmarsh. He submitted also that he was entitled to use the record of the American Court as evidence as to what contents of the boxes did in fact belong to T. W. Hindmarsh, he having been a joint party in the case.

Mr. Pollock having replied,

His Lordship said he would reserve judgment. The Court adjourned.

Thursday, 28th May.

IN ORIGINAL JURISDICTION.
BEFORE HIS HONOUR SIR HENRY S.
BERKELEY (ACTING CHIEF
JUSTICE).

A PARTNERSHIP CASE.

The hearing was resumed in the case in which Ho Fung Hang, as administrator of the estate of Ho I Shek, deceased, sued Chan Kit San and Sz Kuk San, as partners in Yan Wo and Yi Li opium firms, to account to the plaintiff in respect of certain shares in these firms alleged to have been held by Ho I Shek. Mr. E. B. Sharp, K.C., barrister-at-law (instructed by Mr. E. C. Pontifex of Messrs. Ewens & Harston, solicitors), appeared for the defendants; and Messrs. H. E. Pollock, K.C., and T. Morgan Phillips, barristers-at-law (instructed by Mr. E. A. Bonner of Messrs. Dennys & Bowley, solicitors), were for the plaintiff.

The Chief Justice had ordered that the issues of law in the case be argued, as follows:—(1) It being admitted that the defendants were not partners with Ho I Shek in his lifetime in the Yan Wo firm although they are now partners in the said firm, and assuming that Ho I Shek was at the time of his death entitled to a share in the said firm, and assuming that no settlement of accounts respecting that share has ever taken place between Ho I Shek's representatives and the present or past partners in the firm, are the defendants liable as such present partners to account to the plaintiff in respect of the said share? (2) It being admitted that the defendants were not partners with Ho I Shek in his lifetime in the Yi Li firm and assuming that Ho I Shek was at the time of his death entitled to a share in that firm, and assuming that no settlement of accounts respecting the said share has ever taken place between Ho I Shek's representatives and the present or past partners in the firm, are the defendants liable as such present partners to account to the plaintiff in respect of the said share? The Chief Justice had further ordered that the issues of fact be tried after the settlement of the issues of law.

The case was first heard on 24th ult., when Mr. Sharp, K.C., opened the debate, and Mr. Pollock, K.C., followed but did not conclude his address.

Mr. Pollock continued his argument and Mr. Sharp replied.

The Court adjourned.

POLICE COURT.

Tuesday, 26th May.

BEFORE MR. F. A. HAZELAND (POLICE
MAGISTRATE).

THE CHARGE AGAINST MOFFITT.

R. P. Moffitt was placed in the dock on charges, which he has already admitted, of embezzling over \$10,000 belonging to the Dairy Farm Co., Ltd., while acting as its secretary. Mr. E. A. Bonner, solicitor Messrs. Dennys and Bowley, conducted the prosecution. Lance-Sergeant Earner gave evidence as to the extradition of the defendant from Portland, Oregon.

Francois Maitland, until recently chairman of the board of directors, Dairy Farm Co., said the defendant had been employed as secretary to the company under a three-years' agreement. His duties were to keep the books, pay all money received into the bank, and generally to look after the interests of the company, about \$12,000 of the capital of which was invested in one mortgage. This sum was called up towards the end of September last, and, with the last month's interest, amounting to \$75, should have been paid into the company's bank as received from their solicitors, Messrs. Dennys & Bowley. On 1st October last witness saw the defendant with reference to particulars concerning the year's accounts. That was the last time he saw the defendant, who promised to furnish the particulars by the following Tuesday. As they were not forthcoming, witness called in at the company's office on the way home that evening, but the defendant was not there. From that day until now he had never seen the defendant. The book produced was the account folio belonging to the company. It contained three counterfoils, dated 27th September, showing that on that day \$10,000 had been paid into the bank in notes, \$765.89 by various cheques, and \$20.60 by two other cheques. In consequence of what he learned at the bank, witness obtained a warrant on 15th October for the arrest of the defendant, who, however, had left the Colony, and was not arrested on that warrant. Attempts were made to open the safe, but in vain, and it had subsequently to be done by the Dock Company. Mr. W. H. Potts, the company's auditor, then went through the books, and on his information witness obtained another warrant for the defendant's arrest. That warrant, like the first, was ineffective.

This concluded the witness's evidence, and defendant said he had no questions to put.

John Mackenzie Forrester, assistant, Hongkong & Shanghai Bank, deposed as to the payments made to the bank on 27th September last.

Edgar Arthur Bonner, solicitor with Messrs. Dennys & Bowley, solicitors to the Dairy Farm Co., stated with reference to the \$12,000 mortgage investment and the \$75 interest that the defendant called on him and asked that the money, which Messrs. Dennys & Bowley were securing on behalf of the Dairy Farm Co., should be handed over to him early next morning, as, the day being Saturday and the bank closing early, he wished to pay it in at once. The defendant called next day and received the total sum, \$12,075, in the presence of the witness.

William Hutton Potts, auditor for the Dairy Farm Co., said he examined the books of the company in October last. In the shroff's collecting-book on 29th and 30th April, 1902, the defendant signed as having received \$2,844, and in his rough cash-book credited the company with \$1,108.74; this sum also appeared in the clean cash-book. On 16th May he signed for \$2,185.97, and credited the company with \$1,185.97. On 12th June he credited the company with \$1,094.49 out of \$1,494.49 that he had signed for as receiving from the shroff.

Witness gave other instances of this underwriting of the accounts, after which Inspector Warnock deposed that the defendant when charged said he had nothing to say.

This concluded the evidence for the prosecution, and Moffitt, who told his Worship that he had no statement to make, was committed for trial.

ARMED ROBBERIES.

ONE MAN KILLED.

Two more of the armed robberies which occur so frequently in the Colony despite the efforts of the police to prevent them, backed up, too, as these efforts are by the rigorous punishment meted out to the culprits when they are caught, were committed on the Kowloon side on the 24th inst. About half-past three, six men entered a house at 149 Hok Un. Hunghom, under the pretext of searching for opium, and bound and gagged the two inmates, an old man and a young woman. They ransacked the place, and decamped subsequently with money, jewelry, and clothing to the value of about \$200. Getting free from their bonds, the inmates reported the outrage to the police, and search parties were despatched to look for the robbers. At Hunghom four were arrested and at Yau-mati one. This left one still at liberty, and the police found him lying badly injured at the bottom of a quarry into which in his flight he had fallen. He was taken out and removed to hospital, but on the way there succumbed to his injuries. A large portion of the stolen property has been recovered from the persons of the prisoners; the dead man's connection with the affair was guessed from the fact that he too was in possession of some of the stolen articles. The men had evidently carefully planned their coup, for they carried with them ingeniously contrived gags and cord to bind their victims. They will probably be formally charged on the 27th inst. at the Magistracy and remanded.

On the 24th inst., at Shataukok, an armed gang entered a house and robbed the inmates of property to the value of between two and three hundred dollars. Particulars of the affair have not yet come to hand.

A HONGKONG TRIBUTE TO BEACONSFIELD.

As usual, on April 19th, the twenty-second anniversary of the death of Lord Beaconsfield, the statesman's statue in Parliament Square, Westminster, was decorated with floral tributes from admirers. The following reference appears in the *Standard* to this year's tribute from Mr. E. R. Belilios:—

"Nestling among the flowers at the base of the statue was a card framed in oak, on which was the following:—'Peace with honour. 1878. In memory of Right Hon. Earl of Beaconsfield. Died April 19, 1881.—From the Hon. E. R. Belilios, Hongkong. *Forti nihil difficile.*'"

"We wear the primrose for his sake;

We keep his memory green

Who never swerved from honour's path

True servant of the Queen."

We further read that at Hughenden, in Buckinghamshire, the late Earl's country seat, "A handsome floral tribute from the Hon. E. Belilios, of Hongkong, was placed in the seat formerly occupied by the Earl of Beaconsfield, in the chancel of the church, immediately below the mural tablet erected to his memory by the late Queen Victoria. It consisted of a cross of beautiful white flowers, to which was tied a device in the form of an open Bible, the pages being formed of rows of red roses and the margins of forget-me-nots. Wide ribbons, red, white, and blue, were used as book-markers, and over the book floated a real white dove, betokening peace. A card attached bore the inscription:—'Peace with Honour. A.E.I. 1878. In memory of the Right Honourable the Earl of Beaconsfield, K.G.; died April 19, 1881. From the Hon. E. R. Belilios, C.M.G., Hongkong. *Forti nihil difficile.*'"

The *Singapore Free Press* gives prominence to an announcement that the Government of the Federated Malay States are about to impose a prohibitive duty on exports of tin ore outside the Colony. It is well known, our contemporary says, that an American syndicate aims at buying up tin ore in the Straits, shipping it to New York, and there smelting and refining it for the market. As at present America takes 70 per cent of the whole of the Straits production it is obvious that the American scheme would have a damaging effect upon the Colony.

THE CHINA LEAGUE ANNUAL REPORT.

We have received from Mr. A. R. Burkhill, the Hon. Secretary of the China League, a copy of the Annual Report for 1902, from which we take the following:—

The time and attention of the Committee of the League, during 1902, were almost exclusively devoted to the consideration and discussion of the various schemes for a new Commercial Treaty with China, telegraphed home by Sir J. Mackay, or submitted as alternatives by the China Association and by Mr. F. Anderson of Shanghai.

The League was in constant communication with the Foreign Office and the chambers of commerce more particularly interested in the China trade, using every endeavour to have the commercial Articles of the Treaty moulded in such a manner as to secure the maximum advantage to British trade, by the removal of all inland taxation and restrictions, with the minimum countervailing impost by way of commutation.

Representatives of the League attended three conferences held at the Foreign Office for the discussion of the proposed new clauses, and were courteously allowed the opportunity of expressing their views.

His Majesty's Government were good enough to give consideration to the views of the League on several points, more particularly on the question of the allocation of the surtax funds, and the Committee are of the opinion that the results of the work done in 1902 by the League in the interests of British trade with China, on the Treaty question alone, fully justify its formation. They were also much gratified by finding themselves in complete accord on all important subjects with the representatives of the leading Chambers of Commerce.

Article VIII. of the Treaty (the most important article) has the unreserved and entire approval of the Committee. They are of opinion that the one and only thing needful to make this article a boon to commerce and to traders in China is the strict fulfilment by China of her new obligations. The article was originated by commercial men on the Commission in Shanghai, it has been shaped and moulded by commercial men on this side, and it bears those facts clearly impressed on every clause. It remains for His Majesty's Government to secure the fulfilment of its stipulations when it is embodied in the new Treaty.

The new Treaty (which is known as the Treaty of Shanghai) is to be ratified as far as Articles 1 to 7 and 9 to 16 are concerned within twelve months of 5th September, 1902. Article 8 does not come into force until all the Powers entitled to most favoured nation treatment in China enter into the same engagements as Great Britain with regard to payment of surtaxes, etc.

Apart from Article 8 the Treaty contains clauses of great potential value, notably No. 2, dealing with a proposed national currency. No. 3, Equalisation of duties on goods carried by junks and steamers to and from Hongkong and treaty ports in the Canton provinces. No. 4, Liability of Chinese shareholders in British Joint Stock Companies. No. 7, Protection of British trade marks in China. It is hardly possible, for instance, to exaggerate the value to traders in China of the introduction of a national coinage, "which shall be legal tender throughout the Empire." Under existing conditions the unhappy trader has to contend not only with the coinage of six provincial mints, but also with taels and copper cash varying in weight and fineness in every province.

Whether the central Government has the will and the power to impose this reform upon the country remains to be seen. It will be strenuously opposed by the horde of bankers, shroffs, and underlings who make their profit or their living out of the exchanges between one trade centre or one province and another.

Article 9 provides for the re-casting of the Mining Rules at present in force in China.

The majority of people interested in mining development in China would probably agree that less ignorant and wilful obstruction to all mining enterprise on the part of the central and provincial Governments is more desirable than new rules and regulations.

Rules and regulations alone, however admirable in themselves, will not attract foreign capital.

In Article 13 China expresses a pious wish to reform her judicial system, and to bring it into accord with that of Western nations, and Great Britain agrees to relinquish her extra-territorial rights when she is satisfied with the state of Chinese laws and their administration.

This clause has been the subject of much animadversion in China, on the part of traders and missionaries alike, but as it is obvious that before Great Britain relinquishes the protection of her subjects in China, the Chinese administrator of the new code must substitute purity for corruption in the Courts, justice for oppression, and impartiality for prejudice, the thought occurs that the consideration of this clause may well be left to the next or a succeeding generation.

As the Committee of the League strenuously opposed Sir James Mackay's first proposals, dated 13th February, and more particularly the abolition clause contained therein, they feel it due to the members of the League to take notice of certain reflections upon the action of the opponents of those proposals from the pen of the very able Shanghai correspondent of the *Times* (vide two articles on the Anglo-China Treaty, December, 1902).

The following is described in the *Times* as the actual text of the abolition clause:

"To abolish throughout the Chinese Empire all internal taxation of whatsoever kind or description, whether Imperial, provincial, local, or municipal, on merchandise and produce whether native or foreign, whether for import, export, or for consumption within the Empire; and the Chinese Government engages that all offices and stations, of every kind and description for the levying of taxation on merchandise, except the Imperial Maritime Customs and land-frontier Custom Houses, shall be permanently abolished."

The Committee are in complete accord with the *Times* correspondent in his description of this clause as a comprehensive and clearly defined reform, as also that it displays a broad and statesmanlike grasp of the question on the part of its proposer, but wish to place on record the fact that the above clause was not the abolition clause contained in the telegraphic précis of Sir J. Mackay's scheme dated February 13th, 1902, considered at a conference at the Foreign Office on April 17th, and opposed by the League.

The China League has put forward the matter of the rights of the Peking Syndicate under their concession from the Chinese Government, and endeavoured to secure for the Syndicate the active assistance of His Majesty's Government. The correspondence with the Foreign Office is now published.

WRECK OF THE S.S. "FOOMOON."

The *N.-C. Daily News* gives the following particulars of the wreck of the *Foomoon*:—The s.s. *Foomoon*, whilst on a voyage from Chefoo to Amoy, struck a rock on the north side of the Fisherman Group at 10 p.m. on the 12th ult. It appears that it was raining at the time and as the ship neared the island she was caught by a strong current and carried on to a rock. Captain Janneke and the crew remained on board all the night, but in the early hours of the morning left the vessel, which was sinking rapidly. The boats stood by her until she went down, which was about 7 a.m. on the 13th, and then made for the nearest land, whence they were ultimately rescued and brought up here by the steamer *Lyeemoon*. The *Lyeemoon* brought up 6 European officers and 37 Chinese, while 6 Chinese, the remainder of the crew, are known to have landed on one of the islands near the rock on which the *Foomoon* struck. The steamer is lying in deep water.

The *Foomoon* is a well-known coasting vessel of 1,175.10 gross registered tonnage, 874.84 tons net. She is better known as the *Picciola*, her name having recently been changed to *Foomoon*. Her present owners are the Hausbootische Dampfer Compagnie, of Hamburg, at which town she was built in 1881. For some years she was owned by Messrs. Siemens and Co. It is believed that the steamer was insured for her full value.

CORRESPONDENCE.

THE CHINESE THEATRES.

TO THE EDITOR OF THE "DAILY PRESS"

Hongkong, 22nd May.

SIR,—“Scallywag's” explanation of the reason why the Indian Government has failed to stamp out plague in India is certainly a logical deduction from his premises: “Principally because that Government has failed to see the necessity of closing the native theatres.” It follows that a million lives, at least, have been sacrificed to this terrible scourge. And it was reserved for “Scallywag” and our Sanitary Board to discover what the Indian Government has failed to see!!! We are, indeed, extremely fortunate.

In now dropping this discussion, I desire to offer my thanks to “Scallywag” for his very able co-operation in this matter. My object has been to draw public attention to a measure that is calculated to inflict a hardship on an afflicted class without doing good to any one—a measure that no other city has seen fit to adopt, and the futility of which has been proved here. In my efforts to make this plain to your readers and to the powers that be with whom the decision rests, I must acknowledge I have received most valuable assistance from “Scallywag.”—Yours, etc.,

“COMMON SENSE.”

[This correspondence is now closed.—ED. D.P.]

KWANGSI FAMINE FUND.

The Hon. Treasurers acknowledge with thanks the following subscriptions:—

Amount previously acknowledged	\$22,739.52
Robt. Mitchell	25
Geo. T. Veitch	50
Hon. J. M. Atkinson	30
W. W. Pearse	25
Hon. W. Chatham	25
W. R. L. & Co.	150
E. Pabaney	400
Arrantoon V. Apear & Co.	100
Staff of Masters, Queen's College	106.20
Scholars, Queen's College	643.80
Chan Long Hin	25
Rheish Mission, Tungkun, Christian Chinese	10
Chiu Yau Lan	100
Him Yuen	100
Yu Wo Loong	100
Kwong Fung Wo	100
Yee Shun Hong	100
Lai Hing	100
Yee Shun Co.	100
Sun Hing	100
Kai Hing	100
Yee Yuen	100
Tung Shang Wo	100
Hau Fung Hong	100
Man Sang	100
Kung Yuen	100
Kwong Yuen Hing	100
Kwan Wo Loong	100
Kung Tai Hong	100
Ho Chak Sang	100
Chow Hing Ki	100
Wong Lai Chuen	100
Sam Yee Co.	100
Wong Cheung Wa	100
Sam Wang Co.	100
See Wo	100
Tak Cheung	100

Total \$26,829.52

A plucky attempt to save life occurred in the roads at Singapore on the 13th ult. One of the Japanese sailors on the Nippon Yusen Kaisha steamer *Kinshiu Maru* fell overboard accidentally and Mr. Salter, the chief officer, dived in after him, and though managing to get hold of the man he was unable to keep him above water. In consequence of his struggles Mr. Salter had to release his hold and the man sank to rise no more. He attempted to dive several times to try to find him, and though several boats were soon on the spot no further trace of the unfortunate seaman could be found. It is a pity that such a gallant attempt was not successful; but none the less is it worthy of notice and praise.

THE RICE TRIBUTE.

A PLEA FOR ITS COMMUTATION.

The *Shanghai Mercury* translates the following from the *Universal Gazette*:-

It is difficult to find anything more useless and at the same time more expensive to the Chinese Government than the existing system of the transportation to Peking through the Grand Canal of the Government tribute rice from South China. Everything in connection with the system is at fault. The rice is not properly collected at Shanghai. It is not properly transported from Shanghai to Peking. And on arrival at Peking it is not properly stored there. The system is universally condemned; and yet the Chinese Government cannot see its way to abolish it, though it has been repeatedly suggested that the rice tribute be commuted to money and that the money thus secured be employed to buy rice in the North whenever it is needed. The Chinese Government refuses to do away with this faulty system, because it is prejudiced by the absurd notion that its abolition would lead to the starvation of the Manchus in Peking.

Now, since the Chinese Government considers it indispensable that the transportation of tribute rice to Peking should be continued, it should devise some good measures to improve the system. The authorities of the Government granary in Peking occasionally reject the rice on its arrival at the capital on the ground that it is rotten. In the present year more than ten thousand piculs from Kiangsu and Chekiang have been sent back on that account. But it must be borne in mind that the rottenness of the rice is entirely due to the manner in which it is sent North. When the rice is sent in to the local officials in Kiangsu and Chekiang by the farmers, it is perfectly sound. It takes so long a time for this to come to Shanghai in the native junks specially employed for the purpose that it is half rotten by the time it reach this port. Though the rice is in such a bad state, the authorities appointed to receive it in Shanghai feel obliged to accept it, as they know that in sending the rice to this place the local officials in Kiangsu and Chekiang must have spent an enormous sum of money. After the rice has reached Shanghai, it is generally stored in the Government godowns for some time before it is transported to the North. And its transportation from Shanghai to Peking occupies no less than eight or nine months, during which it is subjected to all conditions of weather. Little wonder then that the rice is scarcely fit for human food when it finally arrives at Peking.

From the above facts it is evident that it is not the rice but the system of its transportation which is at fault; and in our opinion, the only remedy lies in the commutation of the rice to money.

GOLD AND COAL ON THE SIAMESE FRONTIER.

Lt. Colonel K. M. Foss, who has been travelling during the winter and spring in Ceylon, the Nicobar Islands, and along the Siamese frontier, on behalf of a former Member of the Viceroy's Council, the *Bangoon Gazette* says, has come on very rich auriferous quartz reefs and coal, just on the border line of Siam, near Victoria Point. Colonel Foss has studied in a school of mines and was accompanied by a well-known gold-mining engineer. Assays from wholly unpicked quartz gave over seven ounces of gold per ton, and there seems to be plenty of quartz in sight. The engineer has also verified the known existence of a coal deposit which will yield well over one million tons of good steam coal, and a license for this has been granted; the coal mine is on the Tenasserim River, to the north-west of the gold deposits near Victoria Point; the quantity mentioned has been verified already by Government reports and tested by close Government borings; one splendid seam is 23 feet thick; and the steaming properties of the coal had previously been tried on Government boats, with very satisfactory results. When this deposit is worked it will cheapen coal in Penang which is only 300 miles off, in Singapore, and in Rangoon, as the mine is so much nearer to

those ports than any Indian or Australian colliery. Lieut. Colonel Foss has an engineer on the property and another is now expected to open up the gold reef; all the adjacent and available within British territory has been acquired. It is probable that an iron industry may also arise close to the coal-field, which could supply Siam and the Straits with that metal. Excellent iron stone and flux are procurable close by. Lieut. Colonel Foss has started for England to see about sending out machinery forthwith.

AMERICAN MISCONDUCT IN THE PHILIPPINES.

GENERAL MILES'S REPORT.

The New York correspondent of the London *Times* telegraphed on the 27th ult. the following:-

It is a shameful story which is contained in the report made public to-day by Lieutenant-General Miles, the highest officer in the United States Army, on the subject of the misconduct of officers and soldiers in the Philippines. The sensational nature of the report is certainly not lessened by the fact that the War Department hesitated a long time before giving it to the public. The department sent General Miles to the Philippines to inspect and report, and when it received his statement apparently attempted to suppress it, calling it "confidential." It was only after General Miles said he had no objection to its publication that the report was made public.

The report is a long one, but perhaps a single item will suffice to give an idea of its nature. When General Miles was going from Calamba to Batangas he says he noticed that the country appeared devastated and the people were very much depressed. As he was stopping at Lipa a party of citizens, headed by the presidente, met him and complained of harsh treatment. Fifteen of their people had been tortured by the "water cure," and one old man, a highly respected citizen, while unconscious from the effects of the torture, was dragged into his house, which had been set on fire, and burned to death. The people had been crowded into the towns, 600 being confined in one building. A physician said he was ready to testify that some of the 600 died from suffocation. General Miles says that the statement regarding the man said to have been burned to death is confirmed by other reports, and that he has no reason to disbelieve the other statements. Many other atrocities committed by direction of American officers are alleged, including the whipping of natives to death, the shooting of prisoners, and the torturing and robbing of priests.

I believe that the *Times* was the first to suggest that the behaviour of American officers in the Philippines might be the result of climatic conditions. This is an explanation which, curiously enough, has a good deal more weight in Europe than here, where people cannot understand how Americans can develop the savagery of Turks.

THE CONQUEST OF MANCHURIA.

The following is taken from the *N.-C. Daily News*:-

Mr. Plancon, the Russian *Chargé d'Affaires* at Peking, has denied, as we are informed, that he ever told the correspondent of the Japanese vernacular paper, the *Jiji*, "that Russia, weary of the troubles resulting from her present undefined status in Manchuria, had determined to add the three provinces definitely to her empire"; and we are quite ready to believe that Mr. Plancon never told the *Jiji* man this for publication. Facts, however, are stronger than words, and the following memorandum, sent to a foreign official in Shanghai from the office of the Imperial Chinese Telegraphs in Shanghai is so significant that it requires no comment at present:-

"In regard to the charge to Newchwang, in the old time it was 38 cents a word, but since the Russians have occupied Manchuria the charge has been increased to one dollar and ten cents, as they treat Manchuria the same as Russia-in-Asia."

CANTON.

[FROM A CORRESPONDENT.]

Canton, 27th May.

AN ITALIAN STEAMER.

On Monday some of your Italian residents came up to Canton for a very pleasant ceremony: the hoisting, for the first time on the Canton river, of the Italian flag on a steamer built for the river trade. The purchaser took possession of the vessel at twelve, and the Italian Consul-General authorised the hoisting of the national flag, while Mme. Volpicelli named the steamer *Lucia* after the name of the owner, Mme. Musso, widow of the late Consul.

After the toast of the King of Italy, the Consul said a few words, expressing his belief that the event was not only important for the small Italian community, but would be of interest to all. It was a narrow view probably based on timidity and indolence to suppose that the commercial development of one nation must injure others. It might be so occasionally, but generally the progress of one nation was beneficial to the rest, either by increasing its purchasing power, or by the discovery of new articles of exchange, thus creating new fields of activity which all could share.

He eulogised the enterprise of the purchaser, remarking that he thus showed himself a worthy son of his father, the pioneer in the Borneo trade, and hoped that his undertakings would ever increase in prosperity.

YUNNAN REBELLION.

The difficulty of inland communications and the consequent slow spread of news in China is clearly illustrated by the general ignorance of the serious insurrection in the province of Yunnan. To be able to capture an important prefectural town like Linanfu the rebels must be numerous and the outbreak must have commenced some time before, yet nothing was mentioned about it up to a day or two ago, while an hypothetical war between Russia and Japan was a common subject of conversation among the Chinese. The Chinese authorities declare that no foreigners have suffered by the insurrection, and they will certainly take great care to defend them as they must by this time have a wholesome horror of indemnities, private as well as public.

FATSHAN RAILWAY.

This short line, which will probably be a very successful and paying one, is progressing rapidly. The embankment is almost completed, and the bridgework and laying of the rails will soon be commenced, as the Americans declare the railway will be open to traffic by the end of the year. The passenger traffic between the two large cities separated by such a short distance is already enormous and will certainly grow when there will be a quicker route. Most foreigners who only know Canton and its teeming population will be surprised to hear that at a distance of about ten miles in a straight line there is another city almost as large and as crowded. The Americans have shown great judgment in choosing these two large centres for the terminus of their short pioneer line.

SINGAPORE AND SHIPS' DOCTORS.

At a meeting of the Legislative Council at Singapore on the 15th ult., the Attorney-General in introducing the Chinese Immigrants Ordinance Amendment Bill said the object was to obviate the difficulty found in providing Chinese immigrant ships with doctors. The alterations in this amendment put European, American and Japanese qualifications on an equal footing and made all except British qualifications subject to the approval of the Governor in Council. The Bill also made some verbal alterations in section 19, these having been suggested by the Protector of Chinese. The amendment added something to the difficulties of the Governor in Council, but he believed it was a fair working definition.

The Acting Colonial Secretary having seconded the motion, the Bill was read a first time and moved for the second reading at next meeting.

A. S. WATSON & CO., LD.

ANNUAL MEETING.

On the 28th ult. the eighteenth annual ordinary general meeting of shareholders in Messrs. A. S. Watson & Co. Ltd. was held at the offices of the Company, Queen's Road Central. Mr. Hart Buck (Chairman) presided, and there were also present Messrs. J. H. Lewis and R. C. Wilcox (Consulting Committee), Capt. Clark, Messrs. J. R. Michael, E. J. Moses, J. A. Tarrant and A. H. Mancell (Secretary).

The CHAIRMAN said—Gentlemen, the report and statement of accounts have been in your hands since the 20th instant, so with your permission I will as usual consider them as read. The accounts put before you do not, I think, require much explanation. You will notice that our stock-in-trade are practically the same as last year, also that local and general liabilities have increased \$14,251.04 whilst bills payable have decreased \$56,509.21. The apparent discrepancy of a mortgage of \$25,000 on the remaining portion of Kowloon Inland Lot No. 550, which property stands in the accounts at \$19,870.36 is explained by the fact that the balance of payments to the contractor were not due until 1903 when they were met. This property has been valued at more than \$40,000. Exchange has naturally lessened our profits for 1902 and from the same cause our working expenses are much larger where these are on a sterling basis, the increase in wages alone amounting to £15,000 over the previous year. I stated at our last annual meeting that it required much care and foresight to keep our necessary purchases within the buying power of the business with its existing available capital, and this condition of affairs becomes more marked as the expansion of the business continues, although we do not anticipate that it will be necessary to ask you for any immediate increase of the existing capital. So far, the returns this year show a satisfactory increase over the same period of last year. Our new aerated water factory in Des Voeux Road is now working, and we expect that our annual meeting next year will be held in our new reclamation premises which are well advanced. There is no doubt these changes in premises will prove beneficial to the working of the business. Messrs. W. Parfitt and R. C. Wilcox have been invited to join the Consulting Committee, the former gentleman during the absence of Mr. E. Osborne from the Colony. These appointments require your confirmation at this meeting. If any shareholder would like any further information in connection with the report and statement of accounts now before you, I shall be pleased to give it.

Mr. J. R. MICHAEL—Some of the shareholders have been asking if the accounts could not be made up a little earlier than five months after the end of the year.

The CHAIRMAN—We have our returns from various parts of China to come in, and it is impossible really to have them made up earlier. There being no further questions.

The CHAIRMAN proposed, and Mr. MICHAEL seconded, the adoption of the report and accounts.

The motion was agreed to.

Capt. CLARK proposed, Mr. E. J. MOSES seconded, and it was agreed, that the appointment of Messrs. Parfitt and Wilcox to the Consulting Committee be confirmed.

The CHAIRMAN proposed the re-election of Mr. F. Maitland as auditor, observing that Mr. W. H. Potts would be invited to assist Mr. Maitland next year.

Mr. J. H. LEWIS seconded the motion, which was unanimously agreed to.

The CHAIRMAN—That is all the business of the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be ready at 11 a.m. to-morrow (Friday).

The Singapore papers report the arrival of Detective Sergt. Frayne from Hongkong per s.s. *Aratoon Apear* having in custody H. Brooks, ex-steward of the s.s. *Lincolnshire*, who was arrested on a warrant on the allegation of the theft on board the vessel of £55, the property of Capt. A. G. Clark, the Master, on the 25th of October last. It is alleged that the money was obtained by breaking open a box in the Captain's cabin.

TUNGKUN MEDICAL MISSIONARY HOSPITAL.

We are in receipt of the annual report for 1902 of the Tungkun Medical Missionary Hospital in connection with the Rhenish Missionary Society. We make the following extracts:—

South China has gone through a year full of trials. It has not only had to suffer from plague, cholera and dengue fever, but also from unceasing village wars and a prolonged drought. Dengue prevailed during the months of June, July and August, and out of a hundred left one or two to look after the suffering ones. In the hospital, patients, servants, students, medical staff, including Europeans, children even a few days' old, all paid their tribute to that painful, disabling disease. After three to five days, the acute attack being over, comes a time of convalescence, of months duration, during which the ankles, knees, wrists and elbows remain painful and swollen. We know of no case which terminated fatally.

Plague on the contrary has claimed many victims: in the yamen itself four cases proved fatal, one of them being the grandson of the mandarin. The latter was much alarmed, and every day sent his chair to obtain medical advice. He wanted to remove early all doubtful cases, and arrest the spread of the disease; at last he sent away his wife and children to a friend living outside the town, and he remained alone in his ill-fated yamen.

Cholera had one victim on our station, the wife of our Evangelist, Chan Chuk Shang.

The persistent drought caused loss of lives, and this in a curious way; the water-buffaloes, enraged at not being able to bathe in the ponds, as they are used to do after their day's work, made their guardians responsible for the want of water, goring them in a frightful manner. Once we had four such cases in one ward, later came one which proved fatal. Repeatedly fast days were ordered by the mandarin.

Epidemics and village wars are reasons enough to account for the somewhat smaller number of in-patients, 91 less than last year; the number of out-patients has increased, because we divided the work at the consultation; and of us seeing the male patients, the other the female patients and children.

We registered 22,101 visits, 6,601 new and 15,500 return visits, which gives us an average of 154 patients for each of the 143 consultation days. Sick folks were seen in the villages of Long Hau, Kang Pui, Tai Pong, and also in Hongkong.

We have been called 29 times to treat cases of opium poisoning; 24 were saved, 7 men and 17 women. Three men were dead before we came, and two women could not be revived.

Three times in the year, missionary brethren, who had fallen sick at their respective stations, applied to us. We also occasionally treated German marines of the S.M.S. *Shamien*. 449 male and 175 female patients, were admitted to the wards, each of them staying on an average 27½ days. 1,588 large and small operations were performed.

Eleven patients received baptism, 2 of them being baptised with their families.

The income during the year was \$8,085.78, or \$968.30 in excess of the expenditure.

MUTINY ON A BRITISH SHIP.

A Manila contemporary reports that Lascars on the British ship *Albanga* mutinied and attempted to take the life of Captain Peterson and the chief engineer. Twenty-eight of the crew were brought ashore and lodged in the San Fernando police station. The British Consul will try the men for insubordination and the serious crime of mutiny.

On the morning of the 16th inst. at eight o'clock the crew of the steamer refused duty in a body and when ordered back to work they attacked the chief engineer with mallets, pins and grate bars. The men had virtually run a-muck. The chief engineer, who received the first mad on-rush, succeeded in laying several of the men out, when Captain Peterson, the ship officers and Customs Inspector William came to his assistance. The rescue party drew revolvers and succeeded in forcing the men into the after part of the ship.

The trouble grew out of two causes; the first and principal complaint being the desire of the crew to be paid off, and allowed to land in Manila. The second grievance was the question of meat. The crew being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At noon Captain Peterson called all hands on deck and asked them if they would go to work, stating that he had brought them a live goat. After a consultation they rejected the offer of the goat and stated that it was their desire to go ashore. The Captain informed them that if they went ashore they would all be placed in gaol. They answered, that would suit them. Owing to the fact that all had signed under British articles the captain told them that he would have to go ashore and consult with the British Consul. He returned shortly to the ship with the police launch and all were taken to the station house.

At one stage of the mutiny a general alarm of fire was sent broad-cast over the waterfront which stated that the crew had set fire to the ship. Several launches hurried to the ship's side only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and N. A. B. which mean wanted four firemen. The Semaphore station ashore interpreted the signals as meaning that there was a fire on board and they sent the alarm broadcast.

The *Albanga* came from New York with a general cargo.

THE SITUATION IN YUNNAN.

The following extracts are made from an article in a native paper translated by the *Shanghai Mercury*:—

The troubles in Szechuen have apparently come to an end; the insurrection in Kwangsi has also been reported to the Throne as having been practically suppressed; and the Government is greatly delighted at the prospect that peace will reign once more throughout the Empire. But to its great grief, it has now received the startling intelligence from the Viceroy of Yunnan that disturbances have broken out in the prefecture of Linanfu, resulting in the capture of two places, viz. Chienchin Chuang and the prefectural city of Linanfu by the rioters. Both these two places are very important and are situated near the frontier between Yunnan and French Indo-China. Linanfu is a place where the proposed railway from Annam to Yunnan is to pass, and is only about 250 li distant from the treaty port of Mengtze. This place is so near French territory that the troubles may easily spread into it, thereby France will have a good excuse to pour troops into the province, even if all the French merchants and missionaries now in the province are safe.

Linanfu is a very important city in the province and is defended by a large garrison force under the command of a Major-General. Chienchin Chuang is also a very important place in the prefecture of Linanfu, and is governed by a sub-Prefect. The disturbances must be of a very serious nature, since such important places as these have fallen into the hands of the peace-breakers. It is particularly unfortunate that such internal troubles are created in the south at the present moment when the Chinese Government is greatly embarrassed by Russian aggression in the north.

The Provincial Judge, Liu Chun-lin, has been ordered by Imperial Decree to command the Imperial troops that are employed in the work of pacification, and it is very probable that the disturbances will be brought to a speedy end, as Liu has been in Yunnan for many years, and must have known the temper of the people so well that he will not find it difficult to deal with the situation. But the mere suppression of the disturbances will not ensure perpetual peace. The Chinese Government must go to the very root of the evil and apply the remedy there. So long as the welfare of the people is neglected by the Government and they are not properly educated and properly governed, it is vain for the Government to expect to see peace perpetually established, no matter how severe the measures employed in suppressing the disturbance may be.

AFFAIRS IN JAPAN.

[FROM OUR OWN CORRESPONDENT.]

"RUSSIA'S DISQUIETING CONDUCT."

Tokyo, 11th May.

A most alarming piece of news was received here on Sunday. It was to the effect that Prince Ching had received a telegraphic report saying that 14,000 Russian troops with 16 guns had been unexpectedly distributed on both banks of the Liao river, and that they had been engaged in the work of erecting fortifications at Tien-chwang-tai.

It was also stated that the United States Consul at Newchwang had telegraphed under date of the 5th inst. to Mr. Conger at Peking that a large number of Russian soldiers had again entered the town of Newchwang, that they had already occupied the forts at the mouth of the Liao river and were going to take possession of those at Tien-chwang-tai, and that 14,000 Russian soldiers had been distributed at several places along the coast between Newchwang and Port Arthur.

Even staid journals like the *Asahi* and the *Jiji* lost their heads when these tidings became public property, and the Foreign Office was so excited that it immediately telegraphed to the Japanese Consul at Newchwang asking him to investigate the report. Luckily the Consul was able to wire back at once saying that the statement was groundless.

Incidents like this lead one to conclude that there must be a good deal of exaggeration in the yarns which many of the Japanese newspaper correspondents in China are sending home in such hot haste. In many instances we can see for ourselves that the nervous tension here is sufficiently great to make ordinary things assume ominous appearances, and there is no reason why the same cause should not produce the same result in matters occurring away in the interior of Manchuria and Corea, and of which we have no direct cognisance. To mention some things that come directly under our observation, the Japanese Press—including even the *Jiji Shimpō*, one of the most temperate and judicious organs in the capital—mentioned as a suspicious circumstance the fact that the last *Empress* steamer, which was said to have had on board one thousand tons of provisions for the Russian troops, hurried away to Nagasaki without calling at Kobe, the inference being that the Russians wanted their provisions at once. In fact, some Japanese papers declared that the *Empress* had gone on to Port Arthur, a course to which her passengers would, it is to be presumed, take objection. Now the agents of the said boat had announced more than a week before that she would not stop at Kobe on account of some delay that took place in her departure from Vancouver owing to the late arrival of the mail. Besides, it would show a great want of foresight on the part of the Russians to be making such a fuss about provisions at such a critical time and to be placing orders for the same in Japan and in the country of Japan's ally, if they really contemplated a war with Japan.

Then, again, there is a good deal to be said against the alarmists who are telling us of Russian aggression in Corea. Mr. Bryner has got a timber concession on the Yalu and he has imported some Russians to work it. These Russians are suspected of being soldiers in disguise, but that is by no means certain, especially as the Japanese Minister to Corea does not make any allegation of this nature in his notes to the Korean Foreign Office on this question. The Japanese newspaper correspondents are quite positive, however. They say that they have seen the men going up and down the river in a steam-launch and that, though they were all dressed in civilian attire, they bore on their persons unmistakable tokens of having recently doffed their uniforms.

I could go on for columns giving instances of this kind and might in the end succeed in persuading myself and perhaps some of your readers that things are quite normal; but unfortunately the fact remains that one responsible statesman has expressed himself to one interviewer to the effect that "Russia's disquieting conduct has caused the most profound surprise in official circles here." Moreover, a Cabinet Council was held yesterday (Monday, May 11) at which two

outsiders—Marquis Ito and Marshal Marquis Yamagata—were present; and this is the second Cabinet Council of the kind that has been held during the last fortnight. Again, on last Saturday Marquis Ito hinted very slightly—but with the Japanese there is no such thing as a broad hint, it would be too inartistic—that union was never more necessary than at present. According to the *Japan Times*, he congratulated his fellow-members of the *Seiyu Kai* on the power of acting in unity just shown by them—a result which he did not hesitate to regard as an indication of the great improvement that had taken place in party politics in Japan. Never was unity so strong as now. He did not mean to refer particularly to the existing condition of affairs in the Far East. But, looking ahead, it was evident that in the course of the next ten or twenty years important changes might be expected. He, therefore, hoped that the members of the *Seiyu Kai* would not fail always to realize the grave importance of their responsibilities, and that by wise unity they would endeavour to promote the best interests of the country.

Finally, the fact that Russia is still in Newchwang and that thirty Russian ships-of-war are now assembled at Port Arthur goes to prove pretty conclusively that matters are not quite normal.

The *Japan Times* gives the view entertained by the very soberest section of the Japanese Press when it says that:—

"If matters in Manchuria have not grown very much worse, they remain at least as unsatisfactory as ever. While maintaining a threatening attitude in Manchuria, Russia is, it is believed, trying very hard to make China sign a secret Convention which is only different from the one originally presented in having three articles instead of seven. The nature of the newly proffered Convention has not yet been divulged, but an impression prevails that it is as objectionable as the former one. The situation is becoming intolerable. How long are we to put up with this sort of thing? This is the question which is beginning to be asked on all sides. Unless, therefore, something turns up to clear away the ominous clouds now oppressively hanging over our heads, it is to be seriously feared that the strongest statesmen will find it difficult to restrain the growing uneasiness of the people."

A SURPRISE FOR RUSSIA.

If war breaks out between Japan and Russia at the present juncture, Russia will be very disagreeably surprised by the completeness of the arrangements that China has entered into with Japan. It seems at first sight that Japan would only injure herself seriously in the eyes of the world by allying herself with decadent China and that, in the next place, she would by doing so only give Russia an opportunity to grab huge chunks of Tibet, Turkistan, and Mongolia, away inland where Japan could not support her ally. As to the first objection it will not hold water, inasmuch as "good Europeans" like England, and the United States, are showing their readiness to preserve the territorial integrity of China almost at the cost of war. In the second place Russia is not so strong perhaps on the Chinese frontier as has been supposed, and she may be content to be able to hold her own there especially in case the Chinese armies guarding the frontiers are led by Japanese. The decisive fight between Japan and Russia will take place in Corea and the Liaotung Peninsula, and Russia will be ill-equipped for that fight if her railway system is constantly being broken, her telegraph lines torn up and her communications interrupted by banditti (in case China is "neutral") or by regular Chinese armies (in case China declares war or has war declared against her). Russia may not, in the latter case, find it so easy as General Rennenkampf and his 300 Cossacks did in 1900 to cut through Manchuria to the very heart as a knife cuts through butter. China was then a "wee bit" distracted by happenings elsewhere; this time she will have a man of Yuan Shikai's calibre to direct her warlike forces.

Talking of Viceroy Yuan, it is certain that he at any rate keeps in good touch with the Japanese. There are now about 30 Japanese serving under him at Paoing-fu and seven of them have received, according to an account

that has recently appeared in the *Yomiuri* newspaper, Chinese decorations ranging between the 3rd grade and the 5th grade of the Order of the Precious Star. These decorations were conferred on them when their Majesties the Chinese Emperor and the Empress-Dowager recently stopped at that town on their way from Siliang to Peking.

Viceroy Yuan is said to have eulogised his Japanese employees in the presence of their Majesties; and when the Imperial cortege was about to leave Paoing, they were allowed to approach the Imperial carriage and have an audience of the Emperor—an honour that is never granted under such circumstances in China except in the case of Princes of the Blood.

To conclude with China some arrangements that would become operative in case of war, Viscount Aoki, ex-Minister for Foreign Affairs, was recently despatched to Peking, and the Russians naturally regarded him with great suspicion—and justly so—as being entrusted with some important mission. He has just now returned, and it is a little significant that a high Chinese official, Prince Tsai Chen, is here also, with a large train. He professes, of course, to be engaged in an investigation of the currency system; but it was not to be expected that he would reveal the real object of his mission.

RUSSIA ON THE COREAN BORDER.

The movements of Russia on the Korean frontier are exciting great uneasiness in Japan. The Japanese military attaché at Seoul wires home that the Prefect of Antung-hsien has notified the Korean authorities at Wiju that 2,000 Russian soldiers have arrived at Antung-hsien, and the local officials in Taitung-kuang announce that two Russian soldiers are also expected there shortly and that they have been told to get the town ready for their reception by cleaning the streets, roads and houses. At the same time it is announced that the Russians are beginning work on a branch line of the East Asiatic, starting from Liaoyang near Mukden, and intending to run via Fenghwang to a port on the Yalu opposite Wiju. They claim they obtained a concession from China for the construction of this railway long ago; but it is very doubtful if Japan allows them, without fighting, which will enable them to throw as many men as they like into Corea at very short notice.

NEW RUSSIAN RAILWAY SUGGESTED.

The *Amur Gazette*, a Russian paper, wants the Amur Railway constructed at the earliest possible opportunity. It points out that, in case any trouble arises in the Far East at the present juncture, the East China Railway will be at the mercy of the Chinese, and then England and Japan may attack Port Arthur and Vladivostok and not only take these places but also the whole of the Liaotung Peninsula, Ussuri, and the mouth of the Amur. If, however, the Amur Railway is constructed, Russian troops can be sent to Ussuri at a moment's notice, in which case the coasts can be easily defended.

SIBERIAN NEWS.

I take the following cutting from the *Vladivostok* of April 26:—

"It is said that orders have been received not to pursue the brigands in Manchuria, as they have proved to be more devoted to the Russian authorities than the Chinese authorities have been. The latter intrigued against the mounted highwaymen and laid the blame of many misunderstandings and troubles at their door; and it is said that the intrigues of the Chinese are fully proved by documents (now in possession of the Russian authorities). No repressive measures will be taken in future against these highwaymen, unless they attack the persons or property of Russians."

I send you the Russian clipping in order that you may see for yourself that my translation is correct. The paragraph throws a strange light on Russia's doings in Manchuria.

The Russian battleship *Pobieda* (*Victory* in English) from Cronstadt on her way to the China station, was at Ceylon a fortnight ago. The *Pobieda* is of 12,674 tons displacement, and is armed with 4 10-in. and 11 6-in. quick-firers, and 45 lighter guns, besides 6 torpedo tubes. She is fitted with Belleville boilers, and her engines indicate 14,500 horsepower, with a speed of 18 knots an hour.

POLO CLUB GYMKHANA.

Fine weather favoured the gymkhana held at Causeway Bay on the 28th ult. by the Polo Club, and made the festival most enjoyable one. There were eight events on the programme, namely—tent-pegging, bending race, thread-needle race, Victoria Cross race, leading race, whistling race, polo ball race, and ricksha race. As may be gathered from the titles, pains were taken to impart originality to the card. Thus, in the bending race competitors had to pass in and out between eight flags, with a run in of about forty yards. They were to start from a point indicated, leave the first flag on the left hand, the second on the right, and so on, turning right-handed round the eighth flag, on the return journey passing the seventh flag on the left, the sixth on the right, and so on. In the thread-needle race (a ladies' nomination), the gentlemen were provided with needles, and the ladies with pieces of thread and pearl buttons. Each gentleman had to ride up to a lady, who took the needle, threaded it and sewed on a button (with at least one stitch through each hole, it was stipulated) to his coat or shirt. The gentleman then dismounted and rode home, and the winner had to show the button to prove that it was properly sewn on to his coat or shirt. The prize in the Victoria Cross race was not awarded for valour. A hurdle was first negotiated, and then one half of the entrants, mounted, had to ride to the assistance of the other half, who were dismounted and supposed to be in dire distress. The first two past the post on the same horse won. The leading race consisted of riding one pony and leading another between flags over a figure 8 course. The whistling race (another ladies' nomination) was an amusing event, and the conditions to be complied with were as follows:—"Gentleman to be nominated by a lady: Ladies will be provided with a card and pencil. Gentlemen will be told at starting-post the name of a well-known song (each man a different tune). Ride up to your nomination, dismount (but do not approach nearer to her than 5 yards distant), and whistle the tune selected. The lady, having guessed the air which her partner is whistling, will then write its name on her card, hand it to gentleman, who will remount and ride. First past the post with name of correct tune to win. Gentleman may look at card handed to him by lady, and if tune mentioned thereon is incorrect, may say to lady, 'Try again'; nothing more, however, may be said, and the lady must at once go back to the 5 yards distance from gentleman." In the polo ball race, a ball, struck alternately by partners, had to be driven into goal, and in the ricksha race, the last one on the card, dismounted men dragging rickshas had to run half-way across the polo ground and hand their mounted partners a letter each, or what did duty as a letter. Having ridden to another part of the field and posted their letters, the horse-men galloped back to the rickshas, got inside (after having dismounted, of course), and were dragged home. The sport was good and much enjoyed by the spectators. The band and pipers of the 33rd Burma played selections at intervals during the afternoon.

POLICE SPORTS.

On the 30th ult. the prizes won in connection with the Police Recreation Club were presented to the winners by Mrs. Lyons, wife of Captain F. W. Lyons, Acting Captain Superintendent of the Hongkong Police. In the billiard's handicap the first prize was won by Inspector D. D. Cutbert, the second by Sergeant McHardy, the third by P.C. Deveney, and the fourth by P.C. Gibson; P.C. Pitt won the prize for the highest break. In the tennis tournament (singles) P.C. Deveney was first for the second year in succession; with Inspector W. L. Ford he won the doubles prize, and in the ladies' nomination P.C. Deveney and Inspector Gourlay, nominated by Mrs. Williamson and Mrs. Cameron, won first honours. In the rifle shooting P.C. Pitt took first prize, P.C. Evans second, P.C. Davies third and Inspector John Gauld fourth. At the conclusion of the ceremony of the presentation of prizes Mrs. Lyons was presented by Inspector W. Withers with a flower-stand on behalf of the members of the Recreation Club.

BOAT CLUB SMOKER.

Though there was about it a chilling display of formality and shirt-front, the smoking concert held in St. Andrew's Hall on the 23rd ult. by the Hongkong Boat Club, taken in the abstract, was an enjoyable function, despite a well-developed tendency to be weirdly classical. The orchestra performed capitally under the baton of Mr. G. Grumble, who, we understand, intends to keep its members together with a view to future appearances on the local concert platform, where there are abundant room and a distinct demand for the exercise of good musical talent. All the numbers on the programme were received with heartiness, especially marked in the case of Mr. Burnett who introduced a welcome variation but was unfortunate in his choice of an encore. The programme was as follows:—

PART I.

Orchestra, March from Tannhauser Wagner
Messrs. Mirow, Domnich Br ga
and Konig } Serenata Br ga
Messrs. Goldring ("The Sea hath") M. V. White
and Grumble ("Its Pearls ...")
Messrs. Mirow, Lam- }
mert, Konig and } "Die Kapelle," C. Kreutzer
Wacker
Messrs. Konig, ("Symphonie No. 1,"
Barlow, God- (a) Andante, } Beethoven
win & Mar- (b) Allegro con
shall brio.....
Mr. Burnett..... Comic Song

PART II.

Orchestra (Overture of "The Peet") Suppe
and Peasant,
Messrs. Goldring ("My Love is") Th. Marzials
and Bovet Come,
Mr. Worcester... "Tell Me, Mother, Darling,"
Mr. Domnich .. "Berceuse de Jocelyn," Godard
Messrs. Mirow, Lam- ("So leb denn") German
mert, Konig and } wohl du }
Wacker (Kleine Gasse, ") Folksong
Mr. Burnett..... Comic Song
Mr. H. C. N colle occupied the chair.

THE FAR EASTERN MAILS.

THE SIBERIAN ROUTE.

On April 15 a Manchester correspondent called the attention of the Postmaster-General to the fact that letters had been received in Manchester from Shanghai via Siberia, but that according to the official Post Office guide there were no facilities for conveyance of letters from England to Shanghai by this route. It was mentioned that a letter postmarked "Shanghai, March 18," was received in Manchester at 10.30 a.m. on April 13, coming via Port Arthur and Moscow. The Postmaster-General was asked to say whether letters from Manchester to Shanghai could be transmitted by this route, and if not, when such facilities might be expected to come into force.

In reply the Secretary to the Post Office wrote as follows on April 17:—

"Sir,—With reference to your letter of 15th inst., I am directed by the Postmaster-General to inform you that towards the end of last year a notification was received from the Russian Post Office to the effect that the Trans-Siberian Railway would not be available for the transmission of correspondence to the Far East from this or other European countries unless a special arrangement was come to beforehand. The terms on which the Russian Government is prepared to carry correspondence are being considered; and in the meantime all letters for China and the Far East, except for the places specially mentioned at page 453 of the Post Office Guide, have to be sent by another route. Due notice will be given to the public in this country whenever any arrangement is made for using the Trans-Siberian Railway for the conveyance of mails. The Postmaster-General would be glad if you would furnish for his inspection the covers of any letters which you have recently received from Shanghai by way of Siberia."

On April 20 there were forwarded to the Secretary the envelopes of two letters from Shanghai received in Manchester via Port Arthur and Moscow. A letter posted in Shanghai on March 25 reached Manchester on April 20, whereas the mail leaving Shanghai on March 24 via Spetz was not due until April 27. It was again urged that for merchants engaged in the Far Eastern trade it was very desirable that

there should be no unnecessary delay in the negotiations for a correspondingly rapidly return mail to China.

The following further letter was received on April 22 from the Secretary to the Post Office:—
"Sir,—I am directed by the Postmaster-General to acknowledge with thanks the receipt of your letter, dated 20th inst., enclosing covers of letters posted at the Russian Post Office in Shanghai, and to assure you that so far as this office is concerned no effort will be spared to arrive at a speedy settlement of the negotiations concerning the conveyance by the Trans-Siberian Railway of mails from this country for China and the Far East."

SIBERIAN GOLD.

OFFICIAL REPORT ON OPERATIONS IN THE PRIMORSKI REGION.

The Ministry of Agriculture and Domains has published the following report (says the United States Consul-General at St. Petersburg) on the results of the investigations relating to gold mining, made in the Primorski region in 1897 and 1899.—The geographical position is favourable and the climate is soft; the absence of rigidity and the easy access to waterways of communications promise favourable results. Gold mining in the Primorski region is divided into two parts—the northern, on the Amur River and the Okhotsk Sea, and the southern, on several little rivers along the South Ussuri district and the Island of Askold. Gold mining has increased in the former since the construction of the Ussuri and Transbaikalian lines of the Siberian Railroad. The large mining companies (which produced 62.4 per cent. of the total gold mined) have representatives in large trading towns who buy materials, keep an eye on the market and make contracts with tradesmen. The small enterprises have no agents, and must pay retail prices. The large companies enjoy a credit from banks, and can receive loans at 8 per cent.

The Russian-Chinese Bank began to help the small companies in 1897 by undertaking to deliver gold to the Government laboratory and advancing money to the amount of 3 roubles (1.55 dol.) per solotnik (2.4 drams). In 1899 it issued 60,500 roubles (31,158 dol.) at 9 per cent. per year. Trial excavations are made at a distance of 1 verst (0.663 mile) apart, with additional pits to ascertain if the gold veins do not incline sideways. When making final calculations the whole area is divided into triangular lots, formed by the lines of pits, and when the stock of gold is approximately studied draining canals are dug and the necessary buildings are constructed. The work begins with removing the turf and upper soil. Generally, this work is done by hand digging, horse cars carrying the turf away; but recently they have begun to wash the turf away by irrigation. The gold sand is dug out with pickaxes and spades, a workman being paid from 1.19 to 1.80 rouble (61.2 to 92.7 cents) a day. The washing is effected by barrel engines moved by locomotives.

The richest gold layers in the South Ussuri region have been worked by the ancient Chinese processes. In addition to the gold-mining industry in this region there are other natural riches—viz, forests, fisheries, and coal, iron and lead mines, which do not need so large an investment of capital, and are not connected with such risks as the searching for and working of gold mines. The lack of technical knowledge in the gold-mining branch is the principal reason why its development is so slow. The most important enterprises in the Ussuri land are the mines 'Osnovatelny,' belonging to Lieutenant Molchanaky, who worked them by contract during 1897 and 1898 and suspended the work in 1899; the mine 'Askold' (on the island of the same name), where vein gold is being extracted by a plant for working quartz; and a mine on the River Sino-Sooxi-be. The total quantity of gold mined in the Primorski region, according to statistics, was 1,101 poods 2 lbs (39,904.7 lbs.), containing an average of 1 solotnik (2.4 drams) in 100 poods (3,611 lbs.) of sand. This amount is less than the product of the adjacent region of the Amur, which can be explained by the novelty of the business. The chief gold-mining works in the Province of Primorski were established during the last ten years, and a great number of gold veins of this region are not yet worked, and not even declared.

MISCELLANEOUS.

Admiral Marechal is going up to Hankow in the French cruiser *Pascal*.

A Coroner's Jury has found that Captain Harry S. Hurst, of Taku, died from the effects of carbolic acid, self-administered, whilst in an unsound state of mind.

Mabini, the well-known Filipino leader, died of cholera last week. Thousands followed the remains to the grave, the funeral being described as the largest seen in Manila since the American occupation.

Dr. Yersin, one of the most able of Pasteur's pupils, is on leave in France, after several years of hard work in Indo-China. Dr. Yersin speaks of the Annamites as apt pupils and intelligent workers; in fact, they work always.

A telegram to the *Siam Observer* states that Mr. Rivett-Carnac, Financial Adviser to Siam, has written to the *Times* denying that only German railway material will be admitted to Siam. The King of Siam, he declares, emphatically favours the open tender system, and the manufacturers of all nations will find a fair field.

Mr. Charles Hannen, formerly Commissioner of Chinese Customs, brother of the late Judge Hannen, is dramatising his novel *The Captive of Peking*, and it will shortly be produced. The play is in five acts and the scenes are laid in Hongkong, Canton, Shanghai, and Peking. The scenery is to be painted from sketches taken from life.

Mr. W. J. Archer, C.M.G., Judge of the British Court for Siam, leaves for a nine months' holiday in Europe about the beginning of July, and Mr. H. P. Wilkinson, Crown Advocate at Shanghai, the son of the Chief Justice there, has been appointed to act as Judge at Bangkok during Mr. Archer's absence. Mr. Wilkinson comes direct from England.

The next departure in railway enterprise will be the establishment of a system of daily expresses between Vienna and Peking by the Northern Railway. It is expected to begin in July next. There will of course be sleeping and restaurant cars, and tickets will be issued to all the principal stations on the Siberian line and the conjoined Chinese branches. First-class tickets will cost about £35 5s., and second-class £27 12s. 6d.

The German Asiatic Railway Company, Limited, was incorporated at Berlin on the 21st ult. The Company, which has been formed to carry out the construction of Chinese State railways, the financing of which will be undertaken by the Deutsch-Asiatische Bank and allied banking firms, has a nominal capital of 10,000,000 m. (£500,000), of which amount 25 per cent. has already been paid up. Herr Hansmann has been elected chairman of the Company, and Herr Frentzel vice-chairman. Herren Fischer and Gaderix have been appointed managers, and Herren Michalowsky and Rehders Erich deputy-managers.

St. Petersburg advices point out that Russia has lost no time and spared no outlay of money in making a most useful naval station out of Port Arthur. Remarkable progress has been made in the work of deepening the inner roadstead, for which the Government granted the sum of £1,350,000. Altogether during 1902 the dredgers removed 253,663 cubic fathoms from the bottom of the roadsteads, one portion of which had been deepened to such an extent by last November that the three Russian ironclads *Poltava*, *Sébastopol*, and *Peresvyet*, with the cruiser *Voryog*, could ride at anchor there together. So great has been the progress made this year that at present eight large ironclads and an entire flotilla of torpedo-boats can ride at anchor over the spot where only a little while ago the Chinese used to hunt for mussels at low tide.

The *Shanghai Mercury* of the 20th says:—"We learn that every hope to raise the *Pembroke* from her critical position has been abandoned by the owners, and a telegram of acceptance is being hourly expected from the underwriters. Provisions were despatched to the vessel last evening and everybody on board was in the best of health."

The celebration of the Empress Dowager's seventieth birthday anniversary which it is proposed by her flatterers shall take place in November next year, it is stated will cost ten million taels at the least computation, says the *N.-C. Daily News*. Of this proposed sum it is alleged that Lu Ch'uan-lin, in his capacity of President of the Board of Revenue, has succeeded in already laying aside, regardless of the scarcity of money in the Imperial exchequer, no less than four million taels, which is hoarded in the Board of Revenue treasury vaults and which Lu Ch'uan-lin has given stringent orders to his subordinates in charge never to touch, no matter on what pretence, excepting for the celebration in question. It is further stated that something like three million more taels has already been also promised by certain Viceroy, Governors, and Provincial Treasurers who own their several lucrative posts, either through the favouritism of the Empress Dowager, or with the object of remaining more secure in their posts. Indeed, there seems to be no apprehension entertained by the people who are to have charge of the celebration that the money to be required will not be forthcoming when needed, as officials desiring promotion or seeking preferment would only be too ready to "pay for it"—at the expense of those who do not care to loosen their purse strings.

Mr. Drummond Hay, the well known general manager of the *N.-C. Daily News*, left for home last week by the *Korea*. Our northern contemporary says Mr. Hay first came to China forty years ago, and has resided in Shanghai for thirty of those years, ten of them having been passed in Japan. Highly educated, extremely capable, and with an infinite disposition to work, Mr. Hay was full of public spirit, and always ready to give his services to any man or institution that required them. He managed at one time Messrs. Wheelock & Co.'s business, at another time the business of Messrs. Caldbeck, Macgregor & Co., and of late years he has been the General Manager of the *North-China Herald* office, Secretary of the Chamber of Commerce, and Honorary Secretary of the Lyceum Theatre Trust. He held high rank as a Freemason, was at various times secretary of the Scotch and English balls, and was for a long time secretary and a most valuable member of the A.D.C., his representation of old women in comedy being unapproachable in its excellence. There have been very few men in the last forty years who have done so much unpaid public service as Mr. Hay, and everything he did was done most thoroughly. He was a very able accountant, and his services as auditor to public companies were greatly valued. He was a lover of horticulture and an authority on the subject, and for many years conducted with great success the flower shows in Shanghai. He was a keen sportsman, with an intimate knowledge of the shooting country round Shanghai. Above all, he was a staunch friend, and as such will be very much missed by a large circle who knew his real worth.

COMMERCIAL.

CAMPHOR.

HONGKONG, 29th May.—No arrivals.

SUGAR.

HONGKONG, 29th May.—The prices are advancing, market being brisk.

Shekloong, No. 1, White.....	\$8.40 to \$8.45	per cwt.
Do. " 2, White.....	7.65 to 7.70	"
Shekloong, No. 1, Brown ..	6.05 to 6.10	"
Do. " 2, Brown ..	5.90 to 5.95	"
Swatow, No. 1, White.....	8.25 to 8.30	"
Do. " 1, White.....	7.55 to 7.60	"
Do. " 1, Brown ..	5.95 to 6.00	"
Do. " 2, Brown ..	5.80 to 5.85	"
Foochow Sugar Candy	12.25 to 12.30	"
Shekloong "	10.55 to 10.60	"

RICE.

HONGKONG, 29th May.—There are very few arrivals, and the prices are going upward.

Saigon, Ordinary	\$3.10 to 3.15
" Round, Good quality	4.90 to 4.95
" Long	5.20 to 5.25
Siam, Field mill cleaned, No. 2	4.20 to 4.25
" Garden, " No. 1	4.35 to 4.40
" White,	5.25 to 5.30
" Fine Cargo	5.40 to 5.45

MISCELLANEOUS EXPORTS.

Per steamer *Agamemnon* sailed on 16th May. For Liverpool:—1,286 bales hemp, 100 bales split bamboo, 100 bales mats, 250 bales waste silk, 82 packages sundries. For Manchester:—62 bales waste silk.

Per steamer *Caledonian* sailed on 19th May. For Marseilles:—218 bales raw silk, 100 bales waste silk, 69 bales human hair, 16 cases silk piece goods, 81 cases tea, 4 cases effects. For Lyons:—633 bales raw silk.

Per P. & O. steamer *Malacca*, sailed on the 29th May. For London:—672 packages tea, 380 rolls mats, 1,120 bags spent char, 128 cases chinaware, 21 cases blackwoodware, 5 cases effects, 1 case feathers, 2 cases cigars. For London and/or Glasgow:—50 casks ginger. For London and/or Manchester:—150 bales waste silk.

Per P. & O. steamer *Bengal*, sailed on 23rd May. For London:—145 bales raw silk, 10 cases silks, 70 boxes tea, 32 packages tea, 23 rolls matting, 9 cases woodware, 4 cases cigars, 5 cases feathers, 14 cases bristles. For Lyons:—346 bales raw silk. For London and/or Manchester:—100 bales waste silk. For Manchester:—200 bales waste silk. For Marseilles:—187 bales raw silk, 50 bales waste silk, 2 bales feathers. For St. Chamond:—5 bales raw silk.

MISCELLANEOUS IMPORTS.

HONGKONG 23rd May.—Amongst the sales reported during the week are the following:—

Bombay—Nos. 10 to 20, ...	\$90.00 to \$128.00	per bale
English—Nos. 16 to 24, ...	114.00 to 120.00	"
" 22 to 24, ...	120.00 to 128.00	"
" 28 to 32, ...	136.00 to 142.00	"
" 38 to 42, ...	155.00 to 170.00	"
COTTON PIECE GOODS—	per piece.	
Grey Shirtings—6 lbs.	2.30 to 2.40	
7 lbs.	2.50 to 2.80	
8.4 lbs.	3.50 to 4.25	
9 to 10 lbs.	4.30 to 5.50	
White Shirtings—54 to 56 rd.	2.90 to 3.25	
58 to 60 " ..	3.50 to 4.10	
64 to 66 " ..	4.25 to 5.75	
Fine	6.00 to 8.50	
Book-folds	5.00 to 8.00	
Victoria Lawns—12 yards ...	0.85 to 1.75	
T-Cloths—6lbs. (32 in.), Ord'y.	2.30 to 2.80	
7lbs. (32 ") ..	2.50 to 3.00	
6lbs. (32 ") ..	2.50 to 3.00	
7lbs. (32 ") ..	3.10 to 3.30	
8 to 8.4 oz. (36 in.) ..	3.30 to 4.05	
Drills, English—40 yds., 13½ " to 14 lbs. }	4.75 to 7.30	
FANCY COTTONS—		
Turkey Red Shirtings—1½ to 8 lbs. }	1.50 to 5.50	
Brocades—Dyed	— to —	
DAMASKS—		
Chintzes—Assorted	— to —	per yard
Velvets—Black, 22 in.	0.29 to 0.60	
Velveteens—18 in.	0.26 to 0.29	
Handkerchiefs—Imitation Silk ..	0.39 to 5.00	per dozen
COLLENS—		
Spanish Stripes—Sundry chops.	0.75 to 2.25	per yard
Habit, Med., and Broad Cloths ..	1.25 to 3.00	
Long Ells—Scarlet, 7-10 lbs.	7.45 to 9.50	per piece
Assorted	7.60 to 9.65	
Camlets—Assorted	13.50 to 38.00	
Lastings—30 yd., 31 inches }	14.00 to 21.00	
Assorted	14.00 to 21.00	
Orleans—Plain	10.00 to —	
Blankets—8 to 12 lbs.	0.65 to 0.90	per pair
Fine quality,	1.60 to 2.50	
METALS—		
Iron—Nail Rod	4.65 to —	per picul
Square, Flat Round Bar (Eng.	4.65 to —	
Swedish Bar	4.65 to —	
Small Round Rod	5.00 to —	
Hoop 1 to 1½ in.	6.30 to —	
Wire, 16/25,	9.60 to —	
Wire Rope Old	3.50 to —	

METALS—

	per picul	
Lead, L.B. & Co. and Hole Chop	8.93	to —
Australian	8.90	to —
Yellow Metal—Muntz 14/20 oz.	43.50	to —
Vivian's 14/20 oz.	43.50	to —
Elliot's 14/20 oz.	43.50	to —
Composition Nails	61.00	to —
Japan Copper, Slabs	39.00	to —
Tin	92.50	to —
Tin-Plates	7.70	to —
Steel 1 to 4	0.55	to —
QUICKSILVER—	per picul	
Quicksilver	178.00	to —
Window Glass	5.00	to —

SHARE REPORTS.

HONGKONG, 29th May, 1903. — Business generally continues dull and unsatisfactory. An improvement in enquiry has been met with during the past week for some of our most favoured stocks, but owing to the reluctance of holders to sell at the quotations current but little business has resulted, whilst on the other hand the prevailing tightness of money both here and in the north continues to restrict business in the stocks which are offering in the market for sale.

BANKS.—Hongkong and Shanghai were placed in small lots in the early part of the week at \$670, and later in larger quantities at \$665 at which rate we close with further buyers. The London quotation remains unchanged at £63. Nationals continue in request at \$26.

MARINE INSURANCE.—Unions can be procured at the reduced rate of \$5.20. China Traders are slightly firmer with sales and small buyers at \$61. North China have improved in the north to Tls. 220. Yangtze can be placed at \$130, and Cantons at the improved rate of \$175.

FIRE INSURANCES.—Hongkongs have sold at \$320 and a further enquiry exists. Chinas have been disposed of at \$34 and a few more shares are procurable at this figure.

SHIPPING.—Hongkong, Canton and Macao after small sales at \$37, are in further request at \$37. Indo-Chinas on it becoming known that a dividend of 10% per share would be paid for 1902 advanced suddenly to \$110, but have since receded to \$107 with sales at these and intermediate rates, and further sellers at the latter quotation. China and Manilas are in some request at \$26 with a small sale reported at this figure. Douglases have improved to \$42 buyers. A report is current that this Company's steamer *Formosa* has been sold for £10,000. Star Ferries continue in demand at \$25½ (old) and \$15½ (new). Shell Transports are firmer with probable buyers at £1. 7s. 6d.

REFINERIES.—China Sugars have been booked at \$104, \$105 and \$106 and equivalent rates forward, and close steady with probable buyers at \$105. Lanzas continue neglected at \$12.

MINING.—Punjoms are still procurable at \$3, and Jebebus at \$1½. Raubs have declined to \$9 sellers.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have ruled quiet with small sales at \$213 and \$213½, and close with sellers at \$214. Hongkong and Kowloon Wharves continue neglected with sellers at \$89. New Amoy Docks are quiet at \$40 with a small sale reported at this figure. Farnhams have eased off and are now procurable at Tls. 182½.

LANDS, HOTELS & BUILDINGS.—Hongkong Lands have sold and have further sellers at \$170. Kowloon Lands continue on offer at \$40. West Points are easier with sellers at \$52, and small buyers at \$51. Hongkong Hotels have been booked at \$148 and \$149, and more shares can be placed at the higher rate. Orientes are still enquired for at \$3. Humphreys Estates are wanted at \$12½ with small sales and further sellers at \$12½.

COTTON MILLS.—Ewos and Internationals have both improved in the North to Tls. 40. Hongkongs are easier with probable sellers at \$16.

MISCELLANEOUS.—Green Island Cements continue to improve, and after sales at \$23½ and \$23½ are enquired for at \$24. Watsons are offering at \$14½ ex the final dividend of

60 cents per share for 1902 paid to-day. Hongkong Electric (old) have declined to \$12½ with sales and further sellers: the new issue can be placed at \$7. Ropes have improved to \$130 with sales and further buyers. Fenwicks have declined to \$49 sellers. Steam Water-boats continue in request at \$13½. China Providents are easier with sales and sellers at \$9.85, and Powells can be procured at the reduced rate of \$9½.

MEMOS.—China Light and Power Co., Ltd., ordinary annual meeting to-morrow, the 30th instant. China Borneo Co., Ltd., statutory meeting on the 6th June.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	{ \$665, buyers L'don, £63.
Natl. Bank of China		
A. Shares	28	\$26, buyers
B. Shares	28	\$26, buyers
Foun. Shares	21	\$10, sellers
Bell's Asbestos E. A.	21	\$4, buyers
Campbell, Moore & Co.	10	\$40, sellers
China-Borneo Co., Ltd.	12	\$11, sellers
China Light & Power Co., Ltd.	20	\$2, sellers
China Prov. L. & M.	10	\$9.85, sellers
China Sugar	100	\$105, sellers
Cigar Companies—		
Alhambra Limited	500	\$350, sellers
Philippine Tobacco Invest. Co., Ltd.	50	\$18.
Cotton Mills—		
Ewo	Tls. 100	Tls. 40.
International	Tls. 75	Tls. 40.
Laou Kung Mow	Tls. 100	Tls. 45.
Soychee	Tls. 500	Tls. 160.
Hongkong	\$100	\$16, buyers
Dairy Farm	8	\$11½, buyers
Fenwick & Co., Geo.	25	\$49, sellers
Green Island Cement	10	\$24, buyers
H. & C. Bakery	50	\$40, sellers
Hongkong & C. Gas	210	\$140, buyers
Hongkong Electric	10	\$12½, sellers
H. H. L. Tramways	5	\$7, sellers
Hk. Steam Water boat Co., Ltd.	100	\$320.
Hongkong Hotel	50	\$149, buyers
Hongkong Ice	25	\$24.
H. & K. Wharf & G.	50	\$89, sellers
Hongkong Rope	50	\$130, buyers
H. & W. Dock	50	\$214, sellers
Insurance—		
Canton	50	\$175, buyers
China Fire	20	\$84, sellers
China Traders	25	\$61, buyers
Hongkong Fire	50	\$320, sales
North China	225	Tls. 220, buyers
Straits	20	\$1, nominal
Union	100	\$520, sellers
Yangtze	80	\$130, buyers
Land and Building—		
Hongkong Land Inv.	100	\$170, sellers
Humphreys Estate	10	\$12½, buyers
Kowloon Land & B.	30	\$40, sellers
West Point Building	50	\$51, buyers
Luzon Sugar	100	\$12, sellers
Manila Invest. Co., Ltd.	50	\$15, buyers
Mining—		
Charbonnages	Fcs. 250	\$600, sellers
Jebebu	5	\$1½.
Punjom	10½	\$3, sellers
Do. Preference	1	35 cents, sellers
Raubs	18	\$9, sellers
New Amoy Dock	8½	\$40.
Oriente Hotel, Manila	50	\$3½, buyers
Powell, Ltd.	10	\$9½, sellers
Robinson Co. Piano, Ltd.	50	\$50.
Steamship Coys.—		
China and Manila	50	\$26, buyers
Douglas Steamship	25	nominal
H., Canton and M.	50	\$42, buyers
Indo-China S. N.	15	\$37, buyers
Shell Transport and Trading Co.	210	\$107, sellers
Star Ferry	21	{ \$1. 7s. 6d. \$25½, sales & buy.
Tebrau Planting Co.	10	{ \$5 \$15½, sales & buy.
United Asbestos	5	nominal.
Do.	10	\$9.
Universal Trading Co., Ltd.	10	\$155.
Watkins Ltd.	5	\$23, buyers
Watson & Co., A. S.	10	\$7½, sellers
	10	\$14½, ex div., sels.

VERNON & SMYTH, Brokers.

SHANGHAI, 26th May, 1903.—The official quotations on close of business are:—Farnhams Tls. 185 cash and Settlement, Tls. 190 June, Tls. 192½ July. Langkats Tls. 285 cash and 280 cash. Tls. 312½ Sept. Indos Tls. 77½ and 79 May. Tls. 81 June, Tls. 80½ July. Astors \$30. Mercurys (new) Tls. 55. Telephones Tls. 68.

EXCHANGE.

FRIDAY, 29th May.

ON LONDON.—	
Telegraphic Transfer	1/8½
Bank Bills, on demand	1/7½
Bank Bills, at 30 days' sight	1/8
Bank Bills, at 4 months' sight	1/8½
Credits, at 4 months' sight	1/8½
Documentary Bills, 4 months' sight	1/8½
ON PARIS.—	
Bank Bills, on demand	209
Credits 4 months' sight	213
ON GERMANY.—On demand	170
ON NEW YORK.—	
Bank Bills, on demand	40½
Credits, 60 days' sight	41½
ON BOMBAY.—Telegraphic Transfer	123½
Bank, on demand	124
ON CALCUTTA.—Telegraphic Transfer	123½
Bank, on demand	124
ON SHANGHAI.—Bank, at sight	71½
Private, 30 days' sight	72½
ON YOKOHAMA.—On demand	80½
ON MANILA.—On demand	par
ON SINGAPORE.—On demand	nominal
ON BATAVIA.—On demand	100½
ON HAIPHONG.—On demand	1½ p.c.p.m.
ON SAIGON.—On demand	1 p.c.p.m.
ON BANGKOK.—On demand	61
SOVEREIGNS, Bank's Buying Rate	\$11.92
GOLD LEAF, 100 fine, per tael	62.30
BAR SILVER, per oz.	24½

VESSELS ON THE BEETH.

FOR ANTWERP.—Pelcus, Alcinous, Antenor, Benmohr, Sado Maru.
FOR LONDON.—Valella, Benmohr, Glenfarg, Pelcus, Calchas, Alcinous, Antenor, Sado Maru.
FOR LIVERPOOL.—Oopack, Hyson.
FOR MARSEILLES.—Alcinous, Pelcus, Antenor, Saloxie, Sado Maru.
FOR BREMEN.—Stuttgart, Segovia.
FOR HAVRE AND HAMBURG.—Segovia, Strassburg, Wurs'urg, Suevia, Nurnberg, Badenia.
FOR GENOA.—Benmohr.
FOR NEW YORK.—Charles Tiberghien, Pembroke-shire, Nubia, Heathford, Hudson.
FOR VICTORIA, B.C.—Shinano Maru, Telemachus, Aki Maru.
FOR VANCOUVER.—Empress of China, Tartar.
FOR PORTLAND (OR.).—Indrasamha.
FOR AUSTRALIAN PORTS.—Changsha, Empire.
FOR BOMBAY, VIA SINGAPORE AND COLOMBO.—Kagoshima Maru, Bombay Maru.
FOR SINGAPORE, COLOMBO AND BOMBAY.—Tientsin.
FOR BOMBAY, VIA SINGAPORE AND PENANG.—Capri.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL

May—	ARRIVALS
81, Hudson, British str., from Shanghai.	
21, Lena, Norwegian str., from Chinkiang.	
22, Ailsa Craig, British str., from K'otsu.	
22, Benlomond, British str., from Singapore.	
22, Chowtai, German str., from Bangkok.	
22, Chusan, British str., from London.	
22, Idzumi Maru, Jap. str., from Singapore.	
22, Kwangping, Chinese str., from Shanghai.	
22, Nanshan, British str., from Moji.	
22, Rosetta Maru, Japanese str., from Manila.	
22, Saphir, Norwegian str., from Wuhu.	
23, Haitan, British str., from Coast Ports.	
23, Hangsang, British str., from Swatow.	
23, Hui, French str., from Haiphong.	
23, Kwangtai, Chinese str., from Shanghai.	
23, Lyeemoon, German str., from Shanghai.	
23, M. Rickmers, German str., from Chefoo.	
23, M. Struve, German str., from Saigon.	
23, Patroclus, British str., from Shanghai.	
23, Pronto, Norwegian str., from Chefoo.	
23, Tyr, Norwegian str., from Hongay.	
24, Aki Maru, Japanese str., from Seattle.	
24, Jacob Diederichsen, Ger. str., from Hoihow.	
24, Kingsing, British str., from Wuhu.	
24, Kong Bang, German str., from Bangkok.	
24, Taurus, German str., from Moji.	
25, Catherine Apcar, Brit. str., from Calcutta.	

25. China, German str., from Saigon.
 25. Decima, German str., from Samoa Island.
 25. Formosa, British str., from Amoy.
 25. Glengarry, British str., from Chinkiang.
 25. Hansa, German str., from Chinkiang.
 25. Loongsang, British str., from Manila.
 25. Maidsura Maru, Jap. str., from Swatow.
 25. Nanchang, British str., from Tientsin.
 25. Princess Marie, Dan. str., from Singapore.
 25. Rosario, British sloop, from Mira Bay.
 25. Triumph, German str., from Wuhu.
 25. Verona, German str., from Moji.
 25. Zafiro, British str., from Manila.
 26. Empress of China, Brit. str., from Vancouver.
 26. Hiron, British str., from Moji.
 26. Kinkang, British str., from Wuhu.
 26. Kowa Maru, Japanese str., from Kobe.
 26. Maria Rickmers, Ger. str., from Hankow.
 26. Ocean, British battleship, from Mira Bay.
 26. Shawmut, British str., from Manila.
 26. Thales, British str., from Swatow.
 26. Zieten, German str., from Yokohama.
 26. Wuhu, British str., from Chinkiang.
 27. Alice, German ship, from New York.
 27. Brunnhilde, German str., from Chinkiang.
 27. Cambodge, French str., from Haiphong.
 27. Cassius, German str., from Wuhu.
 27. Chwanshan, British str., from Saigon.
 27. Din, Portuguese gunboat, from Macao.
 27. Hallan, French str., from Hoihow.
 27. Haimun, British str., from Coast Ports.
 27. Heathcote, British str., from Moji.
 27. Hoihao, French str., from Pakhoi.
 27. Kansu, British str., from Shanghai.
 27. Kwangse, British str., from Newchwang.
 27. Mansang, British str., from Sandakan.
 27. Marburg, German str., from Tsintan.
 27. Pelena, British str., from Liverpool.
 27. Robb, German str., from Bremen.
 27. Wölkoi, German str., from Bangkok.
 28. Ayr, British str., from Karatsu.
 28. Carl Diederichsen, Ger. str., from Hoihow.
 28. Chiyo Maru, Jap. str., from Chinkiang.
 28. Daigi Maru, Japanese str., from Tamsui.
 28. Doye Maru, Jap. str., from Chinkiang.
 28. Hunan, British str., from Wuhu.
 28. Kanagawa Maru, Jap. str., from Shanghai.
 28. Malacca, British str., from Yokohama.
 28. Manila, British str., from London.
 28. Pompey, American str., from Manila.
 28. Rosaja, Russian str., from Wuhu.
 28. Shantung, British str., from Foochow.
 28. Telemachus, British str., from Saigon.

May—
 21. Progress, Russian str., for Tournon.
 22. Chusan, British str., for Shanghai.
 22. Europa, British cruiser, for home.
 22. Foochow, British str., for Shanghai.
 22. Gaelic, British str., for San Francisco.
 22. Glenesk, British str., for Shanghai.
 22. Hailong, British str., for Swatow.
 22. Labor, Norwegian str., for Canton.
 22. Machew, German str., for Bangkok.
 22. Queen Mary, British str., for Manila.
 22. Simongan, Dutch str., for Batavia.
 22. Tainan, British str., for Australia.
 22. Tsintan, German str., for Bangkok.
 22. Yikang, British str., for Canton.
 23. Achilles, British str., for Manila.
 23. Bengal, British str., for Europe.
 23. Chowfa, German str., for Bangkok.
 23. Hudson, British str., for Cebu.
 23. Lena, Norwegian str., for Canton.
 23. Lybeek, German str., for Canton.
 23. Phi Yen, French str., for Saigon.
 23. Rubi, British str., for Manila.
 23. Saphir, Norwegian str., for Canton.
 23. Tachiw, German str., for Sandakan.
 23. Thales, British str., for Swatow.
 23. Victoria, American str., for Tacoma.
 24. Babelberg, German str., for Amoy.
 24. Daijin Maru, Japanese str., for Swatow.
 24. Hikosan Maru, Japanese str., for Moji.
 24. Idzumi Maru, Japanese str., for Kobe.
 24. Indrapura, British str., for Portland, Or.
 24. Kampot, French str., for Hongkong.
 24. Kwangshang, Chinese str., for Canton.
 24. Kwangshang, British str., for Shanghai.
 24. Pronto, Norwegian str., for Canton.
 24. Tyr, Norwegian str., for Canton.
 24. Viadobona, Austrian str., for Shanghai.
 25. Airlie, British str., for Shanghai.
 25. Hie, French str., for Kwangshang.
 25. Patroclus, British str., for London.
 25. Tartar, German str., for Amoy.
 26. Aika Craig, British str., for Karatsu.
 26. Amara, British str., for Singapore.

26. Benlmond, British str., for Nagasaki.
 26. Choysang, British str., for Shanghai.
 26. Chunsang, British str., for Swatow.
 26. Glengarry, British str., for Canton.
 26. Haitan, British str., for Swatow.
 26. Hsieh Ho, Chinese str., for Shanghai.
 26. Kaifong, British str., for Cebu.
 26. Kingsing, British str., for Canton.
 26. Kinkiang, British str., for Canton.
 26. Phra Chom Klao, Ger. str., for Bangkok.
 26. Savoia, German str., for Kobe.
 26. Shansi, British str., for Kobe.
 26. Triumph, German str., for Canton.
 27. Athenian, British str., for Vancouver.
 27. Anamba, Danish str., for Foochow.
 27. Chowtai, German str., for Bangkok.
 27. Doris, Norwegian str., for Chinkiang.
 27. Hansa, German str., for Canton.
 27. Kwangse, British str., for Canton.
 27. Maidsura Maru, Jap. str., for Swatow.
 27. Mutine, British sloop, for Mira Bay.
 27. Ocean, British battleship, for Mira Bay.
 27. Pronto, Norwegian str., for Newchwang.
 27. Rosetta Maru, Japanese str., for Manila.
 27. Thales, British str., for Swatow.
 27. Zieten, German str., for Europe.
 28. Anna, Norwegian str., for Oloilo.
 28. Kansu, British str., for Canton.
 28. Loongsang, British str., for Manila.
 28. Michael Jensen, German str., for Hoihow.
 28. Pelena, British str., for Shanghai.
 28. Roon, German str., for Shanghai.
 28. Rosetta Maru, Japanese str., for Manila.
 28. Vale of Doon, Sarawak bge., for Rajang.
 28. Whampoa, British str., for Shanghai.

PASSENGERS LIST.

ARRIVED.

Per *Bangal*, for Hongkong, from Shanghai, Mr. and Mrs. J. E. James, Mrs. R. E. Valerie, Messrs. A. F. Eastman and T. W. Mitchell; for Singapore, Mr. A. Brown; for London, from Yokohama, Mr. W. Foster; for London, from Shanghai, Mrs. Fraser, child and 2 infants, Messrs. Luis Peck, H. J. H. Tripp, P. Alderton, E. D. H. Fraser, C.M.G., L. C. Biot Edmondetch and T. W. Richard.

Per *Chuan*, for Hongkong, from London, Mrs. Strachan, Mrs. McMurray and two children, Chief Inspector and Mrs. Hanson and Mr. C. Root; from Gibraltar, Mr. J. S. Brito; from Brindisi, Mr. G. P. Ashmore; from Bombay, Mr. and Mrs. J. M. Sethna and child, Lieut. Col. H. Landon and Mr. M. H. Ali Khan; from Calcutta, Mr. and Mrs. N. L. Elliott and Miss Alice Shaw; from Colombo, Mrs. Duke, Mr. and Mrs. Austin and infant, Miss Nott; from Singapore, Dr. G. Apacible and Mr. McMuray; for Shanghai, from Marseilles, Mr. and Mrs. J. D. Smart, Lieut. Y. S. Schlubath; Bombay, Mr. D. S. Sethna; for Yokohama, from Marseilles, Mrs. Williams; from Calcutta, Mr. and Mrs. Lionel Inglis, from Colombo, Miss J. Robertson.

Per *Roon*, for Hongkong, from Genoa, Mr. and Mrs. Zullig, Miss Newcomb, Messrs. A. von Bobnservioz, C. Behn, P. Wolfram, Hans Kihn and O. Odanski; from Singapore, Mr. and Mrs. Gleason, Messrs. C. F. Wurster, P. Cohen, F. B. Cohen, F. P. Rodger, F. J. Hollis, James A. Wight and M. Mehta; from Bremen, Miss Schwarz, Messrs. Rud. Witt and Paul Delfs; from Southampton, Mr. H. Meilson; from Colombo, Mr. N. W. Neilson.

Per *Zieten*, from Yokohama, &c., for Hongkong, Mr. and Mrs. Jessen, Mr. and Mrs. G. Williams, Mrs. H. Crombie, Mrs. Kadoorie, Mrs. E. Ricco, Misses M. Rodewald and A. Lopis, Drs. J. Roth, A. Berger and Allan, Capt. Jartwicke, Messrs. E. Kadoorie, T. H. McMichael, C. Tonnocky, J. Fischer, A. L. Burnell, W. J. Wood, Benjamin and Levy. In transit:—Mr. and Mrs. Otto Eichholz, Mr. and Mrs. J. E. James, Mr. and Mrs. Labouchere-Hillyer, Mrs. Lindner and child, Mrs. Leuss and children, Mrs. McMichael, Mr. and Mrs. Mundy and children, Mr. and Mrs. Olree and children, Mr. and Mrs. H. Ross-Skinner, Mr. and Mrs. C. G. Sprenger and child, Mr. and Mrs. Schulenbach, Mr. and Mrs. von Tettenborn and children, Mrs. Thoburn and children, Mr. and Mrs. Uecker, Mr. and Mrs. Volmar and children, Mr. and Mrs. Wason, Mr. and Mrs. H. Walker, Mr. and Mrs. Wilkinson, Mr. and Mrs. Th. Wevers, Mr. and Mrs. A. Wolken and children, Mr. and Mrs. F. Ziepeke, Misses Buchele, Belina Grunstein, Ida Grathe, Molinari, Russell, Lydia

K. Wilkins, G. Stretti and Samuel, Dr. Josef Kochenburger, Sub-Lieut. von Kronhelm and S. Tietze, Messrs. Graf. Butler, R. Bisschop, S. H. Bottomalla, B. L. O'Brien, B. Becker, W. H. Commissariat, J. Crombie, A. Dreyfus, F. F. Foyan, O. Ferisch, G. B. Lullius van Goor, G. Groesbeck, F. Huchting, Kirkpatrick, A. Kerl, T. M. Little, C. Muller, A. Meyboom, de Mornay, T. Maddy, H. and R. Neumann, Herbert Noyes, Red. Richards, J. Simpson, G. Suhr, F. Simon, Sichelshmidt, C. A. H. Westerburger, Spelsberg and family, Capt. Hay, Miss and Master Koch.

Per *Empress of China*, from Vancouver, Mr. and Mrs. H. R. Skinner, Mr. and Mrs. G. P. Handy, Messrs. H. H. Noyes and J. T. Bibb; from Yokohama, Mrs. J. B. Hopkins, Misses J. L. Duham and K. P. W. Wilkinson, Messrs. P. F. King, A. W. Miller, J. R. Mitchell, W. W. Spencer, P. H. Henshaw, A. E. Griffin, F. F. Coulson and J. C. McLee; from Kobe, Mr. and Mrs. F. W. Stein and two children, Mr. and Mrs. J. W. Saunders, Mrs. H. W. Langhein, Mr. and Mrs. S. C. Newson, Misses E. Donaldson, J. M. Martin and L. A. Clendenin, Messrs. J. A. C. Poole, G. Willis, F. B. Behner, J. W. C. Bonnar and D. M. Kirley; from Shanghai, Mr. and Mrs. Heacock, Mr. and Mrs. T. H. Rhodes, Mr. and Mrs. Norman Pope, Major Gordon (unnings), Messrs. E. L. Heath, Cocksedge, W. J. N. Dyer and Erhardt.

DEPARTED.

Per *Gaelic*, for Shanghai, Mrs. J. F. Messer and infant, Master F. Messer, Mr. and Mrs. L. Knox, Mr. and Mrs. E. H. Lamme, Mr. P. H. Lacon; for Nagasaki, Mr. E. D. Moon; for Kobe, Capt. and Mrs. O. B. Rosenbaum, Master F. Rosenbaum, Miss Elizabeth Rosenbaum, Dr. and Mrs. Laing, Mr. and Mrs. H. H. McKee, Misses Herriek and Curtis, Messrs. J. A. Hill, R. B. Howell, G. E. Mercer and P. C. Potts; for Yokohama, Mrs. and Miss Higgs, Capt. and Mrs. J. P. Ryan and Mr. J. Ryan; for San Francisco, &c., Mr. and Mrs. F. J. Yanes, Dr. and Mrs. Retz, Mrs. Abearn, Messrs. H. Wilson, J. F. Arondez, T. H. Lee and Rudolph Scherer.

Per *Tsinan*, for Australia, &c., Mr. and Mrs. James Walker, Mr. and Mrs. A. L. Pitcher, Misses Morey, E. Taylor, C. M. Bennett, Perry and Pash, Messrs. J. M. Morris, W. W. Paddock, E. Gutierrez, Geo. Walker, J. Neill, C. Edwards, N. Konjiew, S. Stowitsky, and Dr. J. S. Hill.

Per *Bangal*, from Hongkong, for Singapore, Mrs. Lloyd and infant, Miss Boulton, Messrs. Woodward, Hubert and P. Jackson; for Penang, Mrs. J. C. Hendry; for Bombay, Lieut. E. S. J. Anderson, Messrs. H. Bausch and J. M. Kapadia; for London, Messrs. F. H. Yeats and H. S. Smith; from Yokohama, for Singapore, Mr. W. Foster; from Shanghai, for Singapore, Mr. E. A. Brown; for London, Mr. E. D. H. Fraser, C.M.G., Mrs. Fraser and three children, Messrs. P. Alderton, L. C. B. Edmondston, H. J. H. Tripp, T. W. Pichard and Luis Peck.

Per *Athenian*, for Vancouver, &c., Mr. and Mrs. W. Ross Lane, Mrs. McBean and two sons, Mr. and Mrs. N. L. Elliott, Mr. and Mrs. R. F. Austin and infant, Mrs. and Miss Greene, Mrs. J. Peace, Mr. J. C. Ankrom and infant, Mrs. Thos. Clark, Mr. and Mrs. H. H. Glover, Mr. and Mrs. H. A. Wharton, Mrs. Morton and four children, Mr. and Mrs. Fletcher Ladd and two children, Misses Alice Shaw, M. Flint, and under, Lieut. Comdr. B. C. Bryan, Paymaster L. Harriess, Mons. Messer, The Pollard Lilliputian Opera Co., Messrs. E. H. Platt, J. F. Van Halften, D. F. McAnslan, J. T. Norton, C. D. Drew, H. W. Bathurst, H. Bollhuret, T. H. McMichael, C. O. Wilhite, G. Moffatt, H. Hunter, T. H. Reil, R. J. Gerard, T. S. Morton and C. W. Alexander.

Per *Roon*, for Shanghai, Mrs. R. Kuptchik, Master Kuptchik, Mrs. Karmen, Mrs. Norma, Mrs. Holmes, Master Williams, Messrs. H. Broderon, B. Luigi, Bepetrovin, James Kite, J. A. Wilkes, Glansky and R. Dowie; for Nagasaki, Mr. C. Labarriere; for Kobe, Messrs. M. Hitaro Suitsui and M. Takanishi; for Yokohama, Mrs. C. M. Nibeand, Mrs. MacClean, Messrs. C. Mirow, E. J. Chard and P. H. Schroder.

Printed and published by BERTAM AUGUSTUS HALL for the Concerned, at 14, Les Vaux Road Central, City of Victoria, Hongkong. London Office: 131, Fleet Street, E.C.